


3rd-18th Annual Report. Illinois  
Traction Company. (1907-1922)  
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**ILLINOIS HISTORICAL SURVEY**





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ILLINOIS TRACTION COMPANY

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ANNUAL REPORT

1906

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The  
Illinois Traction Company

Third Annual Report

Of the  
Management  
To the  
Directorate

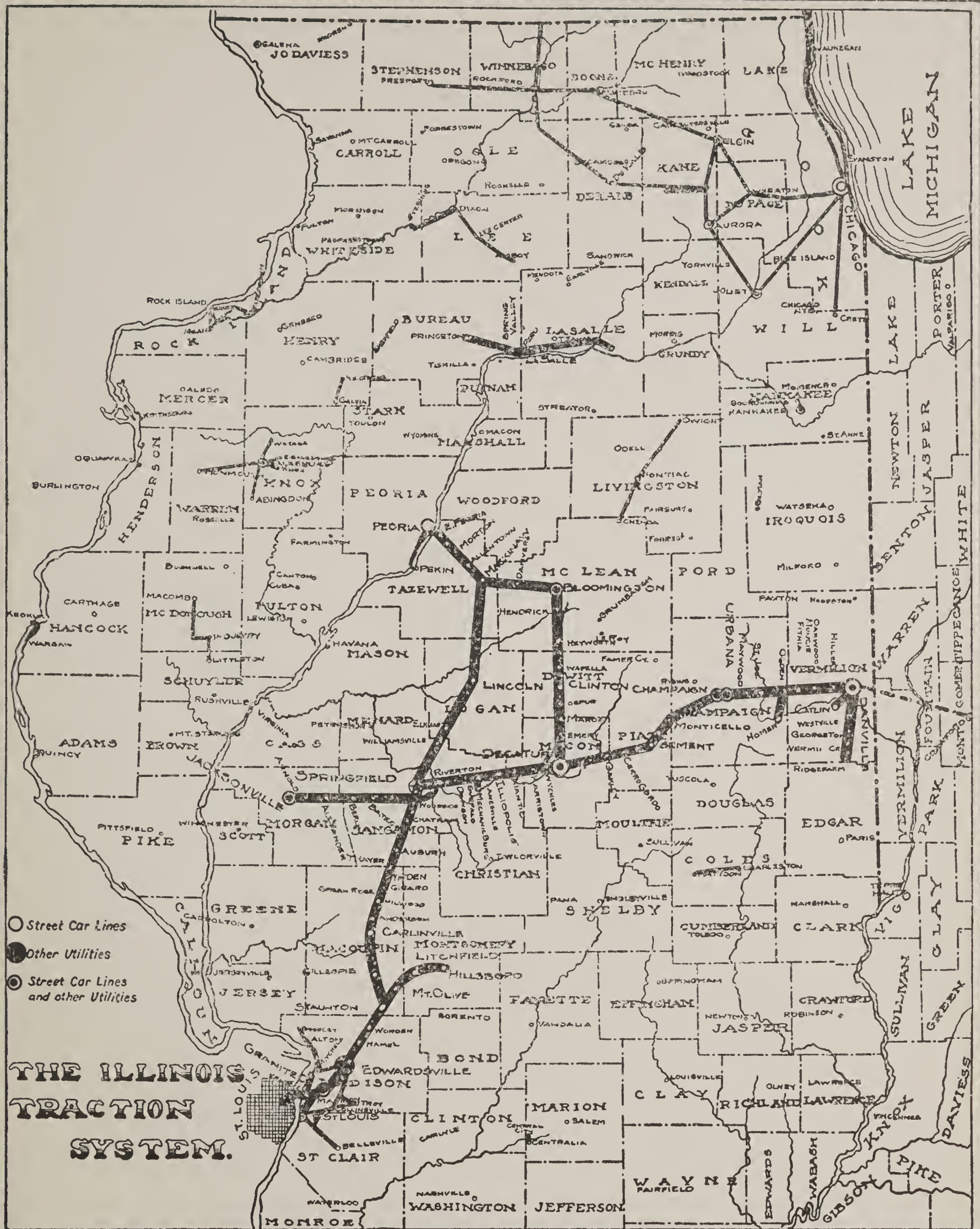
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JUL 12 1932  
UNIVERSITY OF ILLINOIS



January first, nineteen hundred seven







# INTERURBAN RAILWAY MAP OF ILLINOIS.





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Officers of the Illinois Traction Company

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DIRECTORS.

HON. WM. B. MCKINLEY..... President  
L. E. FISCHER..... Vice-President and General Manager  
T. B. MACAULAY ..... Director  
S. H. EWING..... Director  
J. R. DOUGALL..... Director  
ABNER KINGMAN..... Director  
EDWARD WOODMAN..... Director

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GENERAL OFFICERS.

President..... HON. WM. B. MCKINLEY, Champaign, Ill.  
Vice-President and General Manager ..... L. E. FISCHER, Danville, Ill.  
Secretary..... T. B. MACAULAY, Montreal  
Treasurer and Stock Transfer Officer ..... A. M. Crombie  
Assistant Treasurer ..... GEO. M. MATTIS, Champaign, Ill.  
Auditor..... B. E. BRAMBLE, Champaign, Ill.  
General Traffic Manager..... B. R. STEPHENS, Springfield, Ill.  
Electrical and Mechanical Engineer..... H. C. HOAGLAND, Decatur, Ill.  
Engineer Maintenance of Way..... R. McCALMAN, Decatur, Ill.  
Land Commissioner..... J. E. BERRY, Champaign, Ill.  
Assistant Purchasing Agent..... W. H. BURKE, Champaign, Ill.  
Vice-President Peoria Railway Company..... S. L. NELSON, Peoria, Ill.

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GENERAL SUPERINTENDENTS OF DIVISIONS.

Eastern Division..... GEO. M. MATTIS, Champaign, Ill.  
Southern Division..... M. L. HARRY, Decatur, Ill.  
Northern Division..... M. G. LINN, Bloomington, Ill.



# Table of Contents

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	Page
MAP OF THE ILLINOIS TRACTION SYSTEM .....	2
REPORT OF THE MANAGEMENT .....	5
Exhibit A—Table, Graphical Comparison of Earnings of Departments.....	12
Exhibit B—Table of Improvement Expenditures.....	13
Exhibit C—Statement of Earnings and Expenses .....	18
Exhibit D—Statement, Receipts and Expenditures, Assets and Liabilities .....	19
Exhibit E—Statement of Bonded Indebtedness .....	20





# The Report of the Management

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TO THE DIRECTORS OF THE COMPANY:

In view of the present rapid expansion of the Illinois Traction System and the large additional mileage now under construction, which within the current year will be placed in operation, an exhaustive presentation of the scope of the component properties of the System will not now be attempted, being deferred for treatment in biennial statements of development.

The previous report adverted to the prospective acquisition of the Bloomington & Normal Railway Electric & Heating Company, which was accomplished early in 1906, that Company being subsequently consolidated with the Consumers Light & Heat Company, already a System property, under the name of the Bloomington & Normal Railway & Light Company, which now furnishes street railway, electric lighting, steam and hot water heating service in Bloomington and Normal.

The Chicago, Bloomington & Decatur Railway Company completed, on July 4, 1906, that portion of its line from Bloomington to Clinton, as outlined in the 1905 report, enabling continuous operation from Bloomington to Decatur.

Mention was made likewise of proposed lines to connect Peoria and Bloomington, and Decatur and Champaign, which under the respective names of the Peoria, Bloomington & Champaign Traction Company, and the St. Louis, Decatur & Champaign Railway Company, are nearing completion and will be thrown open to service for a portion of their extent during the approaching month.

The Springfield & North-Eastern Traction Company, organized as successor to the Springfield & North-Eastern Railway Company, will, commencing with the New Year, place in commission its line from Springfield to Lincoln.

The electric lighting systems of Madison, Granite City and Venice have been acquired during the year, and, with the Edwardsville Light and Power Company, are now operated as the Madison County Light & Power Company.

The Peoria Railway Company, a newly organized Company, succeeded the Central Railway Company, which—as forecasted in the last report—became on January 15th, 1906, an Illinois Traction System property and furnishes the entire street railway facilities of the City of Peoria.





Interest centers largely therefore, in comparison of the increase of interurban earnings with those of the other properties, which, as well as the relative growth of the several departments, is graphically represented in the accompanying diagram (Exhibit "A"), which indicates a marked uniformity in the growth of the gas, electric lighting, heating and city railway earnings, while reflecting a decidedly more marked increase in interurban railway earnings, which, however, must be attributed to the greater mileage from year to year, as indicated on this diagram.

The earnings of the Peoria and Bloomington properties in the years prior to their acquisition by the Illinois Traction Company have been included in order to show the normal growth in the earnings of the properties now comprised in the System.

The following tabulation, giving for the years 1904, 1905 and 1906, and 1907 as estimated, the total interurban earnings per mile of track per year, the total freight earnings per mile of track per year, and the percentage of the former which such freight earnings constitute, indicates a decidedly greater increase in the proportion of the total earnings arising from freight traffic than in the total interurban earnings. It is very evident, that, at this rate, the freight earnings within four years will constitute one-third of the entire gross interurban earnings.

The proportion would increase even more rapidly but for the fact that the earnings of newly opened lines are, in their early years, as a rule chiefly in the passenger department, the freight and express earnings developing more slowly.

EARNINGS PER MILE OF TRACK PER YEAR—	1904	1905	1906	1907 Estimated
Total Interurban...	\$3956.00	\$4371.00	\$4500.00	\$4520.00
Freight.....	224.00	410.00	489.00	620.00
Per cent. of freight to total interurban earnings	5.59%	9.37%	10.86%	13.75%



## Property Improvements for 1906

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"Exhibit B" presents a tabulation of expenditures for betterments on the various operating properties. The surplus earnings of the Companies have been applied to these improvements, deficiencies having been supplied by the sale of bonds of the subsidiary companies held in escrow for extension purposes and by the issue and sale of Illinois Traction Company preferred stock for track improvement on the St. Louis & Springfield.

The principal expenditures in behalf of the Danville, Urbana & Champaign Railway Company have been for buildings and fixtures, and track and roadway extensions. The "buildings and fixtures" item covers the cost of completing the new car barn at Danville and the erection of the rotary converter sub-station at Georgetown. "Track and roadway" embraces extensions and changes in alignment to facilitate crossing over the new bridge across the Vermilion River; numerous extensions to coal mines and industrial plants and paving assessments.

Expenditures for the Danville Street Railway & Light Company have been devoted to the completion of both the coal and ash handling machinery at the power station and the building itself, and to the installation of two additional boilers with automatic stokers. Two hundred and fifty tons of new Shanghai rail have been laid, car equipment has been acquired, and the electric distributing system largely extended.

The engine room of the Urbana & Champaign Railway, Gas & Electric Company has been entirely rebuilt, having been made fire-proof throughout. A new hot water heater has been erected and a new direct-connected 540-kilowatt lighting generator installed, while the electric distributing system has been substantially improved and made adequate for the service it will render. Also the line between Urbana and Champaign has been double tracked and substantial improvement of the gas plant is now in progress.

At Decatur the expenditures have covered chiefly extensions of the gas and electric distributing systems and the purchase of additional cars and equipment. Plans for a new generator for the power station are being prepared, while improvement in the purifying apparatus at the gas works and enlargement of the electric and gas distributing systems are now in progress, which it is proposed to make with funds available from the 1907 earnings.





Additional car equipment has constituted the most conspicuous improvement of the Illinois Central Traction Company, with also additional right of way and track alterations necessary to eliminate objectionable curves.

Substantial betterments have been made on the St. Louis & Springfield in the four items of real estate, buildings and fixtures, right of way, and track and roadway. The territory covered by the St. Louis & Springfield is entirely removed from gravel and stone deposits, necessitating shipment of all ballast from points distant and increasing the cost of stone or good gravel ballast to approximately \$1.25 per yard. There yet remain to be done on this road twenty-five miles of ballasting, which it is expected to finish in the coming year. Considerable objectionable curvature has been eliminated, which necessitated the purchase of high-priced right of way. Express and passenger station sites have been acquired at some of the principal towns, and stations have been built at Edwardsville and Gillespie.

In Urbana improvements have been confined largely to the steam heat and electric distributing systems, which were made necessary, as in the other properties, by the increased demands upon the service.

At Jacksonville substantial improvements have been made in track and roadway, by the substitution of seventy for forty-pound rail. The electric and gas distributing systems have been extended and ramified, as evidenced by expenditures in those directions.

The Bloomington & Normal Railway & Light Company, as heretofore stated, is the successor company to the Bloomington & Normal Railway Electric & Heating Company and the Consumers Heat & Electric Company. Each of the latter Companies had its own power plant, located on opposite sides of the railroad track. Consolidation of these power plants, to secure reduction of operating expenses, became at once desirable and has been accomplished by removing the apparatus from the Consumers to the old Bloomington & Normal plant. An extension of the latter building, necessitated by the consolidation, has been completed and it has been made fire-proof throughout. To obviate the necessity of wheeling coal to the front of the boilers, coal and ash handling machinery with an overhead bunker system has been installed, together with four new Sterling boilers equipped with automatic stokers. While this apparatus is not yet fully installed, it is expected soon to go into commission and its advantages will be reflected at once in the reduced costs of operating the power station. By laying the rails of the interurban system to the coal receiving hopper, shipment of coal over the lines of the Illinois Traction Company has been rendered possible, which will effect a saving of fifty cents per ton, less the cost of handling. The track and



roadway at Bloomington have been very substantially improved by the introduction of heavy rail, while the purchase of six summer bodies, six winter bodies, and six single-truck two-motor equipments has improved substantially the car equipment. The improvements to this property are not yet all complete, further betterments being contemplated during the current year.

The general character of the improvements on the Chicago, Bloomington & Decatur Railway is reflected in the expenditure for additional cars and equipment.

As the St. Louis & North-Eastern is still largely in the hands of the Central Illinois Construction Company, the improvements made by the Illinois Traction Company have not been extensive.

The principal expenditure for the Peoria Railway Company has consisted in that for the extension to East Peoria, which will be placed in operation immediately upon the completion of the Peoria, Bloomington & Champaign Traction Company's bridge across the Illinois River, which it is thought will be ready for service not later than April 1st. Material improvement in the earnings of the Peoria property is expected with the operation of this East Peoria branch, which will serve a community of possibly 2,000 inhabitants, two miles distant from the business part of Peoria, and now without transportation facilities to that city other than an hourly bus service with a ten-cent fare. There have been added to the rolling stock of the Peoria Railway Company eight new car bodies and trucks.

As is usual with operating properties acquired by the Illinois Traction Company, the equipment of the Madison County Light & Power Company was far below the standard, especially in the insufficiency of the electric distributing system, which therefore explains the expenditure in that direction. The power plant of the Granite City property was deficient also in equipment, which occasioned the installation of an additional boiler and engine.





# GRAPHICAL COMPARISON

## EARNINGS OF VARIOUS DEPARTMENTS

EXHIBIT - A

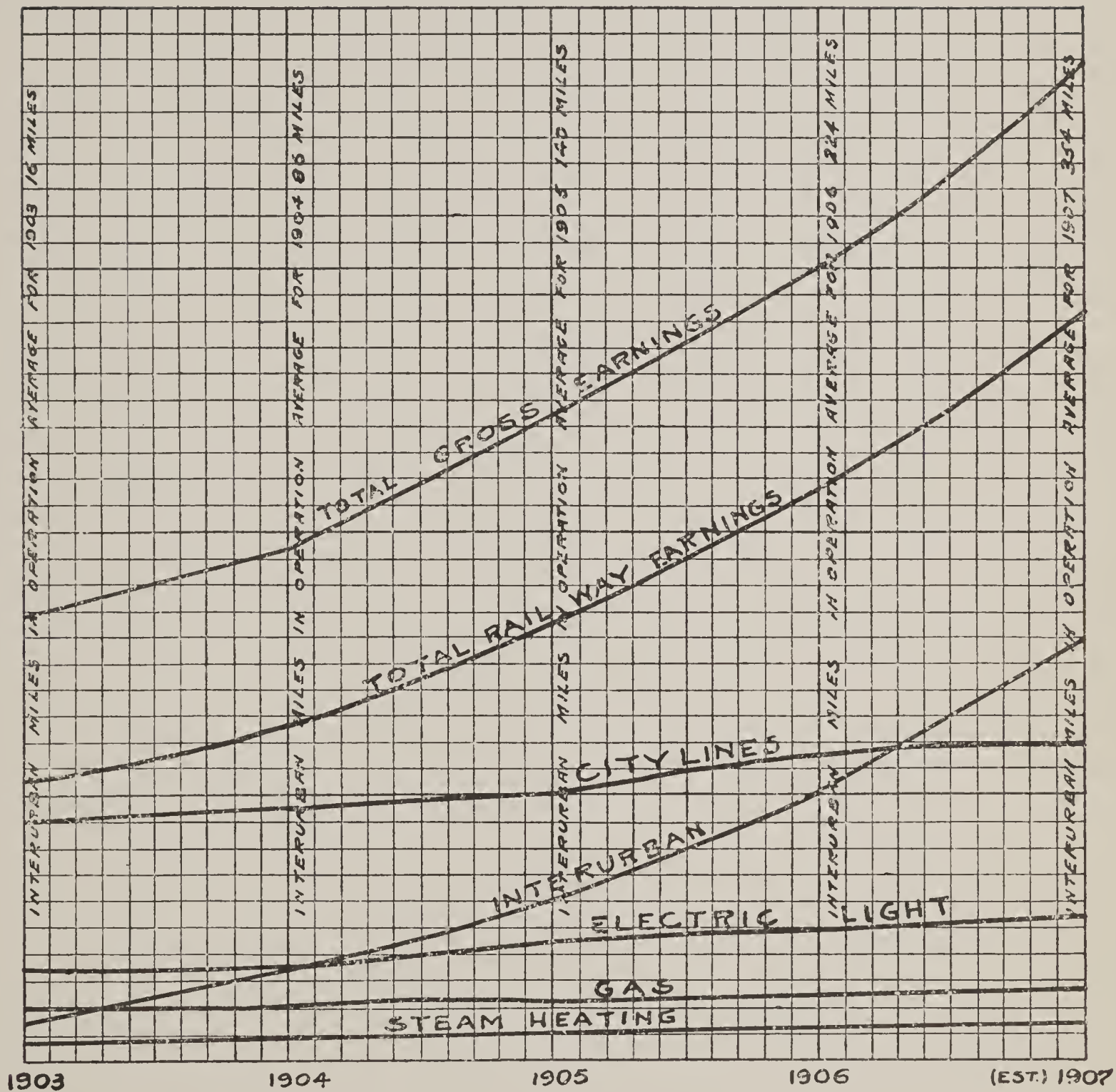
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# Exhibit B.—IMPROVEMENT EXPENDITURES OF ILLINOIS TRACTION COMPANY—1906.

	URBANA AND CHAMPAIGN RAILWAY, GAS AND ELECTRIC CO.	DANVILLE STREET RAILWAY AND LIGHT CO.	DANVILLE, URBANA AND CHAMPAIGN RAILWAY CO.	DECATUR RAILWAY AND LIGHT CO.	ILLINOIS CENTRAL TRACTION CO.	ST. LOUIS AND SPRINGFIELD RAILWAY CO.	ST. LOUIS AND NORTH-EASTERN RAILWAY.	URBANA LIGHT, HEAT AND POWER CO.	JACKSONVILLE RAILWAY AND LIGHT CO.	BLOOMINGTON AND NORMAL RAILWAY AND LIGHT CO.	PEORIA RAILWAY CO.	CHICAGO, BLOOMINGTON AND DECATUR RAILWAY.	MADISON COUNTY LIGHT AND POWER CO.	OTHER COMPANIES.	TOTAL.
Organization.....	\$ 300.00	\$ 400.00	\$ 407.50	\$ 400.00	\$ 505.00	\$ 716.85	\$ 213.00	\$ 100.00	\$ 2,358.33	\$ 1,772.00	\$ 6,016.25	\$ 488.25	\$ 1,022.16	\$2,339.33	\$17,038.67
Engineering and Supts.....			125.00		99.40	8.75				1.10	52.00				286.25
Real Estate.....		547.50	5,725.46		6,620.00	6,303.22				15,000.00	626.25				8,417.57
Buildings and Fixtures.....	19,166.84	25,960.52	18,338.59	2,384.23	813.05	5,334.86		695.09	742.00	37,528.76	616.55		6,645.81	277.00	118,503.30
Office Furniture.....	375.00								375.00	108.00	1.60		11.60		871.20
Right of Way.....	228.36		3,855.07		4,768.00	4,674.19	114.70					631.25	878.17		14,920.34
Track and Roadway.....	15,393.24	16,178.62	25,956.30	3,613.05	2,723.92	61,526.68	5,486.12		8,385.51	15,064.08	26,750.23	3,000.00			178,077.75
Bridges and Culverts.....	151.20		232.52			496.73									880.45
Overhead Lines.....	178.27	1,000.00	2,313.90	1,364.84	1,348.10	4,601.96	1,562.81		875.91	752.11	1,946.61		129.00		16,073.51
Cars and Equipment.....	8,588.51	22,230.20	6,008.23	10,262.61	7,107.35	835.09	264.00		586.60	18,191.22	14,393.55	10,010.55		1,401.28	99,879.19
Tools and Machinery.....	57.50		2.98			120.46				59.10			19.06		259.10
Miscellaneous Equipment.....			1,077.32		373.50		800.00		35.00				32.50		2,318.32
Steam Plant.....	2,924.50	18,325.13	1.00	1,624.78				205.31	100.00	22,561.97			6,838.72		52,381.41
Electric Plant.....	6,875.39	7,198.18		763.80	75.07		525.00	1,033.57	263.25	374.67			1,254.81		16,836.14
Substation Equipment.....			7,008.98	12.00	40.23		158.72								7,219.93
Electric Dist. System.....	15,715.49	19,939.76	1.23	7,507.29				5,598.66	3,688.08	9,995.33			15,231.86		77,677.70
Steam Heat Dist. System.....	87.42	977.23		1,572.28				3,071.90	4,385.85	362.23			572.38		6,643.44
Gas Distributing System.....	4,281.60	3,566.20		13,596.12					1,485.81						25,829.77
Gas Mfg. Apparatus.....	703.09			2,546.43											4,735.33
Total.....	\$75,026.41	\$116,323.34	\$71,054.08	\$44,119.83	\$11,233.62	\$84,618.79	\$8,894.95	\$10,704.53	\$23,081.34	\$91,770.57	\$50,403.04	\$8,130.05	\$32,636.07	\$4,017.61	\$632,014.23

Underscored figures represent excess of receipts over expenditures.





## The Development of Freight and Express Traffic on Interurban Lines

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It may be said that there are three essentials to the development of freight and express traffic: First, a line of railway of sufficient consequence connecting freight and express consuming and distributing points; second, suitable terminals both at the receiving and the distributing stations; third, the necessary motive power and car equipment.

With the completion of the lines of the Illinois Traction Company into St. Louis, Peoria and Bloomington, the connection with the Indiana systems at Danville, and with the large number of good cities in Central Illinois already served, the Illinois Traction Company will have qualified under the first essential except as regards cities such as Springfield and Decatur, where the handling of long freight trains over the principal city streets is not permitted. This difficulty, as previously remarked, will shortly be removed by the construction of the Springfield Belt Railway, the Decatur Belt line and, in the near future, the Edwardsville Belt Railway.

The acquisition of suitable terminals in these various cities occasions the expenditure of material sums for real estate. Already half a million dollars' worth of real estate has been acquired in St. Louis, one hundred thousand dollars' worth in Peoria and the movement is on foot to acquire substantial property at Springfield and Decatur. By reason of its ownership of the various public utility properties, the Company already possesses substantial holdings of real estate in Danville, Urbana, Champaign, Bloomington, Edwardsville, Jacksonville, Peoria and Decatur, and as has been outlined in the expenditures for the year 1906, real estate has been acquired in a number of the smaller cities through which the interurban lines operate. The second essential has therefore also been substantially met.

As to the third requisite, the Company is in a state of development. There are now in operation five electric locomotives, and an order has been placed for eight additional ones. There are also in daily operation ten express motor and from fifteen to twenty express trailer cars. The Company has in commission also 150 gondola cars, largely for coal carrying. An order will be placed in the near future for three or four refrigerator cars, which are demanded at the present time, in addition to the one now in service.



Due to the yet unfulfilled conditions of essentials one and two, the freight and express business has hitherto consisted essentially of every-day movements of groceries, produce and other living essentials from the wholesale distributing centers to the retail houses in the smaller cities dependent upon the larger commercial centers for these supplies. The lines as yet are not of sufficient consequence to encourage the movement of coal and grain—the two great natural products of Illinois—but daily the feasibility of such service is more nearly realized, and the time seems not far distant when the railway lines of the Illinois Traction Company will be of sufficient moment to induce the movements of grain and coal over them.

With the full realization of these three essentials, the increase in growth of earnings of the railway lines must necessarily be of tremendous moment.

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## The Development of the St. Louis Terminal

The cities of Venice, Madison and Granite City, which lie about five miles north of the Eads bridge on the east side of the Mississippi River, are known generally in that territory as the “Tri-Cities,” and now have an aggregate population estimated at 15,000. The cities have assumed this proportion in the last ten years, at the beginning of which period their combined population probably did not exceed 2,000 or 2,500.

It is estimated that the factories in these cities employ between twelve and fifteen thousand men, the greater number of whom, as is evidenced by the population, reside in St. Louis, and are daily transported to and from their work either by the Terminal Railroad Association, which operates a shuttle train from the foot of Washington Avenue at St. Louis to the station at Granite City; by the Madison County Ferry Company, which operates a ferry boat from the foot of North Market Street in St. Louis to Venice; or by the cars of the East St. Louis & Suburban Railway Company, which connects St. Louis with the Tri-Cities by traction lines via the Eads bridge and East St. Louis.

Taking together the tremendous growth of these cities, the great industrial activity due to their splendid location for industrial enterprises, and their consequent great future growth, with the present poor transportation facilities to and from the heart of St. Louis, a direct traction line from the north limits of Granite City, running through Granite City, Madison and Venice, thence via bridge across the





river, and over the city streets to a point in the center of St. Louis, at once becomes a most promising possibility. Considering also the present unsatisfactory and round-about entrance into St. Louis via East St. Louis, and the great advantage to be enjoyed by the traction company in being able to enter St. Louis over its own bridge and rails, the problem of bridging the Mississippi assumes a most important aspect in the development of the St. Louis terminal.

From plans and estimates for such a bridge, prepared by Mr. Ralph Modjeski, the cost seems not beyond the financial ability of the Illinois Traction Company, and appears further to be fully warranted by the production of earnings from three distinct sources: first, local traffic between the Tri-Cities and St. Louis, consisting of pay passengers on local cars, wagons and pedestrian traffic; second, passenger traffic on inter-urban lines from points in Illinois beyond the Tri-Cities; third, freight and express traffic, due to qualifying under the previously mentioned essential of suitable terminals.

The acquisition of the line in the Tri-cities, heretofore referred to, which will be effected in January, becomes a part of this scheme in affording access to the east approach to the bridge from the present Illinois Traction lines. The granting by the Congress of the United States of a Charter conferring the right to construct a bridge across the Mississippi river and the adoption by the City of St. Louis of an ordinance authorizing the construction and operation of a line of railway over certain streets in St. Louis, both of which were essentials to the successful consummation of the St. Louis Terminal plans and both of which have taken place while yet this report is in the hands of the printer leaves but little to be accomplished before the development of the terminal properties can be commenced, which it is expected will require two years to complete.



## Earnings, Assets and Bonded Indebtedness

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Exhibit "C" furnishes a tabular statement showing the increase in the earnings for the year 1906 over those of 1905, as well as a comparative statement of the annual earnings for the three years ending December 31, 1906. As the Madison County Light & Power Company was not owned by the Illinois Traction Company at the commencement of the year, the net earnings prior to the purchase of the property are deducted from the total net earnings for 1906.

A statement of receipts and expenditures, and of the assets and liabilities of the properties, December 31, 1906 (Exhibit "D"), certified by the General Auditor and verified by P. S. Ross & Sons, chartered accountants, follows the tables of earnings, and a statement of the bonded indebtedness of the properties certified by the General Auditor appears as Exhibit "E."

For the ensuing year the management has estimated that the gross earnings will approximate \$3,815,000., with a net of \$1,811,500.

Respectfully submitted,



Vice-President and General Manager.





Exhibit C.

## Earnings and Expenses

### ILLINOIS TRACTION COMPANY

GROSS EARNINGS:	1906.	1905.	Gain.
Interurban.....	\$1,008,134.38	\$ 611,981.04	\$396,153.34
Local street railway.....	1,151,487.27	1,066,795.93	84,691.34
Gas.....	240,744.28	218,062.93	22,681.35
Electric light and power....	497,666.29	445,079.06	52,587.23
Steam heating.....	115,075.52	100,469.88	14,605.64
<b>TOTAL GROSS EARNINGS.....</b>	<b>\$3,013,107.74</b>	<b>\$2,442,388.84</b>	<b>\$570,718.90</b>
Operating expenses.....	1,602,601.25	1,257,111.85	345,489.40
Taxes.....	48,554.16	37,539.61	11,014.55
<b>TOTAL OPERATING EXPENSES....</b>	<b>\$1,651,155.41</b>	<b>\$1,294,651.46</b>	<b>\$356,503.95</b>
<b>NET EARNINGS.....</b>	<b>\$1,361,952.33</b>	<b>\$1,147,737.38</b>	<b>\$214,214.95</b>
Percentage of operating expenses of 1906.....			54.8
Percentage of net gain on gross gain.....			37.5
<b>NET EARNINGS, 1906.....</b>	<b>\$1,361,952.33</b>		
Less net earnings of Madison County Light & Power Com- pany prior to purchase.....			2,718.02
<b>TOTAL NET REVENUE OF ILLINOIS TRACTION COMPANY, 1906.....</b>	<b>\$1,359,234.31</b>		
Certified correct.			
B. E. BRAMBLE, General Auditor.			

### Comparative statement, three years ending December 31, 1906.

GROSS EARNINGS:	1906.	1905.	1904.
Interurban.....	\$1,008,134.38	\$ 611,981.04	\$ 340,199.66
Local street railway.....	1,151,487.27	1,066,795.93	943,430.94
Gas.....	240,744.28	218,062.93	203,283.15
Electric light and power..	497,666.29	445,079.06	357,337.24
Steam heating.....	115,075.52	100,469.88	87,890.10
<b>TOTAL GROSS EARNINGS.....</b>	<b>\$3,013,107.74</b>	<b>\$2,442,388.84</b>	<b>\$1,932,141.09</b>
Operating expenses.....	1,602,601.25	1,257,111.85	1,006,230.00
Taxes.....	48,554.16	37,539.61	34,630.88
<b>TOTAL OPERATING EXPENSES ..</b>	<b>\$1,651,155.41</b>	<b>\$1,294,651.46</b>	<b>\$1,040,860.88</b>
<b>NET EARNINGS.....</b>	<b>\$1,361,952.33</b>	<b>\$1,147,737.38</b>	<b>\$ 891,280.21</b>
<b>NET EARNINGS, 1906.....</b>	<b>\$1,361,952.33</b>		
Less net earnings of Madison County Light & Power Com- pany prior to purchase.....			2,718.02
<b>TOTAL NET REVENUE OF ILLINOIS TRACTION COMPANY, 1906 ....</b>	<b>\$1,359,234.31</b>		
Certified correct:			
B. E. BRAMBLE, General Auditor.			

EXPLANATORY NOTE.—The earnings of properties acquired during 1906 are included in the prior years, in order to make the comparison an entirely fair one.



Exhibit D.

# Statement of Properties

CONTROLLED BY  
THE ILLINOIS TRACTION COMPANY  
December 31, 1906.

## RECEIPTS AND EXPENDITURES

### EARNINGS:

Interurban lines.....	\$1,008,134.38
City lines.....	1,151,487.27
Gas.....	240,744.28
Electric.....	492,691.36
Steam heat.....	115,075.52
<b>TOTAL GROSS EARNINGS.....</b>	<b>\$3,008,132.81</b>
<b>TOTAL OPERATING EXPENSES, INCLUDING TAXES.....</b>	<b>1,648,898.50</b>
<b>NET EARNINGS FROM OPERATION.....</b>	<b>\$1,359,234.31</b>
Interest on bonds.....	\$657,282.09
Dividends on preferred stock.....	174,474.35
	<u>831,756.44</u>
<b>SURPLUS INCOME.....</b>	<b>\$ 527,477.87</b>
Per cent. total operation, including taxes, of total earnings.....	54.81

## ASSETS AND LIABILITIES

December 31, 1906

### ASSETS

Stocks and securities.....	\$ 9,637,341.67
New construction for controlled Companies.....	842,770.99
Balance of revenues due from controlled Companies.....	114,529.68
Bonds retired for controlled Companies.....	26,625.00
Accounts and notes receivable.....	49,433.54
Cash in bank (current account).....	21,087.87
Cash in bank (accident fund).....	6,407.01

### LIABILITIES

	\$10,698,195.76
Capital stock, preferred.....	\$3,274,300.00
Capital stock, common.....	6,359,500.00
Accrued interest on bonds of controlled Companies.....	132,685.26
Accounts and notes payable.....	95,343.71
Reserve account accident insurance.....	6,450.01
Surplus, 1905.....	\$302,438.91
Net profit, 1906.....	527,477.87
	<u>829,916.78</u>
	<u>\$10,698,195.76</u>

Audited and verified:

P. S. ROSS & SONS,  
Chartered Accountants.

March 5, 1907.

Certified correct:

B. E. BRAMBLE,  
General Auditor.





Exhibit E.

# Bonded Indebtedness of Properties

CONTROLLED BY  
ILLINOIS TRACTION COMPANY

December 31, 1906

COMPANY	BONDS OUTSTANDING	INT. RATE
Bloomington & Normal Ry., El. & Ht. Co ..	\$ 600,000	5%
Consumers Light & Heat Co.....	180,000	5%
Central Railway Company of Peoria.....	570,000	5%
Decatur Railway & Light Company.....	600,000	5%
Decatur Gas & Electric Company.....	90,000	5%
Decatur Traction & Electric Company.....	212,000	5%
Decatur Gas & Electric Company.....	300,000	5%
Danville St. Ry. & Light Company.....	680,000	5%
Danville G. E. L. & St. Ry. Company.....	17,000	6%
Danville, Urbana & Champaign Ry. Co.....	1,650,000	5%
D., U. & C. Ry., second mortgage.....	328,000	6%
Danville & Northern R. R.....	17,000	5%
Illinois Central Traction Company.....	1,408,000	5%
Jacksonville Railway Company.....	34,000	6%
Jacksonville G. L. & C. Company.....	175,000	5%
Jacksonville Ry. & Light Company.....	400,000	5%
St. Louis & Springfield Ry. Company.....	1,520,000	5%
Urbana Light, Heat & Power Company.....	49,500	5%
U. & C. Ry. Gas & Electric Company.....	194,000	5%
U. & C. Ry. Gas & Electric Co., consolidated	274,000	5%
Bloomington & Normal Ry. & Light Co ....	450,000	5%
Peoria Railway Company.....	2,750,000	5%
Madison County Light & Power Company ..	319,000	5%
Chicago, Bloomington & Decatur Ry. Co ...	1,000,000	5%
	<hr/>	
	\$13,817,500	
ROADS UNDER CONSTRUCTION *		
St. Louis Electric Terminal Ry. Co.....	\$ 627,000	5%
St. Louis & North-Eastern Ry. Co.....	2,470,000	5%
Peoria, Bloomington & Champaign Traction Company.....	1,487,000	5%
Springfield & North-Eastern Traction Co ...	679,000	5%
Illinois Western Railway.....	40,000	5%
St. Louis, Decatur & Champaign Ry. Co....	910,000	5%
	<hr/>	
	\$ 6,213,000	

\*Amount of bonds outstanding December 31, 1906. Further bonds withdrawn from time to time as construction progresses. Interest on these bonds does not become a charge against revenue until the lines are in operation.

Certified correct:

B. E. BRAMBLE,  
General Auditor.



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*Illinois Traction Company*  
*Annual Report*  
*1907*

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## *Principal Component Properties*

### *Illinois Traction System*

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DANVILLE STREET RAILWAY & LIGHT COMPANY,  
DANVILLE & EASTERN ILLINOIS RAILWAY COMPANY,  
DANVILLE & NORTHERN RAILROAD COMPANY,  
DANVILLE, URBANA & CHAMPAIGN RAILWAY COMPANY,  
URBANA LIGHT, HEAT & POWER COMPANY,  
URBANA & CHAMPAIGN RAILWAY, GAS & ELECTRIC COMPANY,  
DECATUR RAILWAY & LIGHT COMPANY,  
ILLINOIS CENTRAL TRACTION COMPANY,  
ST. LOUIS & SPRINGFIELD RAILWAY COMPANY,  
JACKSONVILLE RAILWAY & LIGHT COMPANY.  
BLOOMINGTON & NORMAL RAILWAY & LIGHT COMPANY,  
CHICAGO, BLOOMINGTON & DECATUR RAILWAY COMPANY.  
ST. LOUIS & NORTHEASTERN RAILWAY COMPANY,  
ST. LOUIS & STAUNTON RAILWAY COMPANY,  
TRI CITY TRACTION COMPANY,  
PEORIA RAILWAY COMPANY,  
MADISON COUNTY LIGHT & POWER COMPANY,  
CITIZENS RAILWAY COMPANY OF VENICE.  
ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY COMPANY,  
PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION COMPANY,  
SPRINGFIELD & NORTHEASTERN TRACTION COMPANY,  
PEORIA, LINCOLN & SPRINGFIELD TRACTION COMPANY,  
ILLINOIS WESTERN RAILWAY COMPANY,  
ST. LOUIS ELECTRIC BRIDGE COMPANY,  
ST. LOUIS ELECTRIC TERMINAL RAILWAY COMPANY.

### *Resumé of service, exclusive of interurban, rendered in various cities.*

#### *Street Railway*

JACKSONVILLE,  
GRANITE CITY, MADISON,  
AND VENICE,  
DECATUR,  
BLOOMINGTON,  
PEORIA,  
CHAMPAIGN AND URBANA,  
DANVILLE.

#### *Electric Lighting and Power*

JACKSONVILLE,  
GRANITE CITY, MADISON  
AND VENICE,  
EDWARDSVILLE,  
DECATUR,  
BLOOMINGTON,  
CHAMPAIGN,  
URBANA,  
DANVILLE AND WESTVILLE.

#### *Gas*

JACKSONVILLE,  
DECATUR,  
CHAMPAIGN AND URBANA,  
DANVILLE.

#### *Heating*

DECATUR,  
BLOOMINGTON,  
CHAMPAIGN,  
URBANA,  
DANVILLE.



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## *Officers of the Illinois Traction System*

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### *Directors*

HON. WM. B. MCKINLEY.....President  
L. E. FISCHER.....Vice-President and General Manager  
T. B. MACAULAY.....Director  
S. H. EWING.....Director  
J. R. DOUGAL.....Director  
ABNER KINGMAN.....Director  
EDWARD WOODMAN.....Director

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### *General Officers*

President.....HON. WM. B. MCKINLEY, Champaign, Ill.  
Vice-President and General Manager.....L. E. FISCHER, Danville, Ill.  
Secretary.....T. B. MACAULAY, Montreal  
Treasurer and Stock Transfer Officer.....GEO. M. MATTIS, Champaign, Ill.

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### *Sundry Officers*

Electrical and Mechanical Engineer.....H. C. HOAGLAND, Decatur, Ill.  
General Auditor.....B. E. BRAMBLE, Champaign, Ill.  
Purchasing Agent.....W. H. BURKE, Decatur, Ill.  
Vice-President & General Manager Peoria Railway Company, S. L. NELSON, Peoria, Ill.  
Record and Claim Attorney.....GEO. W. BURTON, Danville, Ill.  
Land Commissioner.....J. E. BERRY, Springfield, Ill.

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### *Officers Interurban Railway Department*

General Traffic Manager.....B. R. STEPHENS, Springfield, Ill.  
General Superintendent of Transportation.....C. F. HANDSHY, Springfield, Ill.  
Engineer Maintenance of Way.....R. MCCALMAN, Decatur, Ill.  
Superintendent Motive Power and Equipment....J. M. BOSENBURY, Decatur, Ill.  
Supervisor of Expenditures.....A. C. MURRAY, Springfield, Ill.

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### *General Superintendents of Properties*

M. L. HARRY.....Decatur, Ill.  
M. G. LINN.....Bloomington, Ill.  
J. E. JOHNSON.....Danville, Ill.  
JOHN A. GLOVER.....Urbana, Ill.  
H. J. PEPPER.....Champaign, Ill.  
J. P. DOAN.....Jacksonville, Ill.  
E. D. BELL.....Madison County, Ill.





## *Report of the Management*

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TO THE DIRECTORS OF THE COMPANY:

THE year closing should be marked as the most eventful in the history of the Illinois Traction System, and while the statement of earnings may not reflect it, as also the most successful in general results, when measured by the scope and character of its subsidiary properties and their fitness to respond in succeeding years to the demand for increased revenues.

While during the several years of the existence of this property, the various branches of the interurban lines were constructed with the ultimate purpose of eventually connecting all the links, thereby forming one general system of electric lines to be operated as a single system and to serve the middle section of Illinois in a similar and yet far more comprehensive manner than that in which a street railway serves a great city, yet it remained for the year 1907 to consummate and complete this purpose. Not alone was it necessary to construct 112 miles of track and overhead line, but it was even more necessary to improve the physical conditions of the existing lines, to add to the equipment, to enlarge the power plants, to provide terminal facilities and do many other things to make feasible the operation of cars in a manner to induce traffic over long distances.

The extent to which this was accomplished is reflected in the satisfactory increases in earnings as compared with the previous year, and especially by the continuation of these increases since the financial crisis as contrasted with the decided decreases in the earnings of the steam railway lines paralleled by the lines of this System. It must not be understood that the physical properties of the interurban lines have been as fully developed as will eventually be necessary; much remains yet to be done. But it is represented that the general scheme has been so far completed as to make possible the deriving of benefits from the operation of through passenger and express equipment, and it is believed that the development of the System has now reached a point where the increase in net earnings will materially exceed the increase in interest charges due to the new lines recently added and to the betterment of the other lines.

During the year the legislature passed a two cent maximum passenger fare law which became effective July 1st. While there was occasion



to feel some little apprehension as to the result which the reduction of steam railroad fares to that of the single way rate of fare of this System would have on the earnings, yet there was no appreciable effect, indicating that the electric railway has developed its business, not on the basis of reduced fares but on its superiority of service, in frequent trains, immunity from dirt and the usual discomforts of travel, and by reason of other general conveniences.

The increase in earnings during the year again is largely attributable to the passenger business, and, while good progress was made in the development of express and merchandise freight traffic, the fact that the belt lines around Springfield, Decatur and Edwardsville have not as yet been constructed prevented any effort at procuring the extensive movement of bulk freight, due to short radius curves in the streets of these cities and also to franchise restrictions. The portion of this report devoted to the development of the bulk freight business dwells more extendedly on this feature.

Important progress however was made in the promotion of express business by reason of the contract entered into with the United States Express Company under which the lines of the Illinois Traction System transport the business of the United States Express Company for a period of two years commencing April 1st, 1908, upon a satisfactory consideration based on a percentage of the total volume of business done, together with a satisfactory guaranty covering the minimum compensation.

By no means, however, have the improvements of the past year been confined to the interurban lines, but on the contrary the other utility properties have been equally or even to a greater extent bettered and modernized as disclosed by Exhibit A.

Three years ago the Riverton power station represented the only modern power plant owned by the System. Today the Peoria Station has been constructed, and, with the exception of Jacksonville—which is now being remodeled—the remaining plants have been rebuilt, made fire-proof, rehabilitated and modernized throughout. As indicative of the extent of these improvements, it may be observed that the insurance rate in one instance has been reduced from \$1.25 to 45 cents.

Just as the basis of a successful railroad is its track, so the basis of a successful municipal utility may be considered its power plant, if an electric property, or its gas manufacturing apparatus, if a gas plant. It may therefore be concluded that the value of the utility properties to the System has been increased in direct proportion to the improvements of power stations and gas plants of the System.





The full benefits of these improvements as yet have not been realized, because during the work of reconstruction much expense chargeable directly to operation has been entailed. By no means the most insignificant advantage derived from improvements of the power stations resides in their ability to meet the demands of increased output without further material expenditure.

The management has sought to achieve such physical conditions as to enable the properties to weather, without difficulty, periods of business depression. Fortunately the bulk of the reconstruction work was substantially completed before the present financial flurry but some of the obligations which had been contracted, have had to be discharged during the period of depression.

The method of operation of the properties was materially revised near the close of the year by the unification of the operating organization of the interurban lines and the concentration of the efforts of the general superintendents on local utility properties. The former was the natural out-growth of the consummation of the interurban scheme as already set forth and the latter became expedient in view of the growing importance of the local utility interests and their relative value in other obvious respects.



## *Property Improvements for 1907*

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WITH the exception of the acquisition of the street railway line extending from the Mississippi river through the City of Venice, to Madison, the Street Railway, Gas, Electric Lighting and Heating properties have not been increased in numbers, although, as disclosed by Exhibit A and subsequently set forth, numerous and substantial improvements have been made to the existing properties.

Formerly the St. Louis & Northeastern Railway Company's lines terminated at the lower extremity of Madison, passing through both that city and Granite City. By acquiring the street railway line referred to, extending from the terminus of the St. Louis & Northeastern Railway Company to the river, not only was a local street railway possessing splendid possibilities for the future embraced within the System's properties but a through route to St. Louis was facilitated.

The Peoria, Bloomington & Champaign Traction Company, reference to which was made in the last report, was completed so as to admit of through service in the early summer. The ballasting has been carried on throughout the year, and the entire road has now been placed in first-class operating condition. This line is operated with alternating current motors, and, while there have been some annoyances due to the unperfected state of this equipment, yet present indications seem to promise far better results than obtainable with direct current motors.

The St. Louis, Decatur & Champaign Railway Company, also mentioned in the 1906 report, was so far completed as to permit through service between Decatur and Champaign in June, but ballasting having just been finished at the end of the year, the service until now has obviously not been such as to develop the earning power.

The Springfield & Northeastern Traction Company, which was placed in operation last year has been improved materially by ballasting.

The Peoria, Lincoln & Springfield Traction Company was organized for the purpose of building from Mackinaw to Lincoln, connecting at Mackinaw with the Peoria, Bloomington & Champaign Traction Company and at Lincoln with the Springfield & Northeastern Traction Company. The construction of the road was commenced in the Spring and the track and



overhead line has been completed sufficiently to enable service from the north part of Lincoln to Mackinaw at the last of the year. Ballasting and an overhead crossing with the Chicago & Alton and Illinois Central at Lincoln remain yet to be effected, but it is expected that fast through service between Peoria and Springfield and between Bloomington and Springfield will be possible in April or May next.

The Danville & Eastern Illinois Railway Company was organized for the purpose of facilitating connection between the Indiana interurbans and the lines of this System. Fifty year franchises have been obtained and a portion of the line extending from the Danville city lines as far east as the railway shops of the Chicago & Eastern Illinois R. R. Company, a distance of two and one-half miles, has been built and placed in operation. This Company has constructed a substantial addition to the Danville power house which will enable the sale of power to other lines of the Illinois Traction System and to the Indiana lines when extended.

The former report contained reference to the Illinois Western Railway Company which it had been expected to build during the year now ending. Conditions, however, have been unfavorable to proceeding with the work beyond the purchase of about half of the right of way and the completion of necessary terminal facilities at Jacksonville.

The importance and great need of constructing the proposed Decatur, Springfield and Edwardsville Belt Lines was emphasized in the last report. Their construction however had to be deferred and mention of them is made at this juncture, as again in the comment upon express and freight traffic, because of their urgent importance.

Of the other interurban lines the properties of the St. Louis & Springfield Railway Company have been materially improved by the construction of brick waiting stations at Virden and Gillespie, the reduction of curves at Girard, Virden and Thayer, the substitution of an improved high tension insulator for that in use since the line was first constructed, and by ballasting twelve miles with stone and gravel.

The lines of the St. Louis & Northeastern Railway Company have been bettered, among other respects, by the construction at Staunton of a terminal station building which houses also the officers of the divisions centered at that point, and by paving the track through Edwardsville.

The Illinois Central Traction Company properties have been much improved by the addition at the Riverton power station of another eight hundred horse power battery of boilers and a coal and ash conveying system. The latter will greatly reduce operating expenses. Additional car equipment also has been acquired by the Company.





The Danville, Urbana & Champaign Railway Company has acquired new electric locomotives and generally has improved its track and roadway. Grading for double tracking from Danville to Westville has been done, but changed conditions have made it desirable to postpone the completion of this work until some later date.

Twenty thousand yards of gravel have been distributed on the line of the Chicago, Bloomington & Decatur Railway Company, new cars and equipment have been obtained and its overhead lines to enable the Peoria power station to supply its power have been completed.

Among the improvements to the physical properties of the local utilities, which have been made during the year 1907, may be mentioned the following:

Both the gas and electric plants of the Urbana & Champaign Railway, Gas and Electric Company have now been completely rebuilt and extended. The Company's track and roadway have been improved by the laying of new rail, and its rolling stock has been augmented by additional new cars.

The street railway property of the Danville Street Railway & Light Company has been bettered by relaying and paving the double track line to the Soldiers Home. The electric, steam heating and gas distributing systems, all have been extended as indicated by Exhibit A.

The power station of the Decatur Railway & Light Company has been enlarged and improved by the acquisition of a one thousand KW generator direct connected to a Twin Corliss engine. A new concrete stack has been erected and the distributing systems of both the gas and electric departments have been overhauled and extended.

The plant of the Urbana Light, Heat & Power Company has been rebuilt from the ground up. It stands today a model of its kind.

At Jacksonville the improvements contemplated have not been made although the power house building, which was a fire trap, has been reconstructed and made fire proof. Apparatus is now available for substituting a modern lighting system for the obsolete one at present in use.

The improvements of the property of the Bloomington & Normal Railway and Light Company, commenced during the year 1906, have been continued during 1907, and with the exception of the necessity of installing two additional boilers, are now about complete. The chief betterments have been to the steam plant, consisting in the erection of a concrete stack and the installation of two new boilers. The coal and ash conveying system has been placed in operation and provisions throughout made for economical operation. Considerable work has been done also on the track and roadway.



The Peoria Railway Company has acquired fifteen new double-truck four-motor cars. Power for Peoria lines is now furnished from the power plant of the Peoria, Bloomington & Champaign Traction Company with economical results.

The erection of a power station at Granite City, Madison or Venice was authorized the first of the year, but, owing to conditions of uncertainty subsequently arising it has appeared expedient to postpone for several years the construction of the plant. Therefore a contract has been effected on favorable terms with the East St. Louis & Suburban Ry. Co. for the supply by that Company of power for lighting and for the local railway in the Tri-Cities. Under this arrangement however, there has been necessitated the erection of a transformer station plant in Madison and of a transmission line connecting the same with the power house of the East St. Louis & Suburban Ry. Co., while the power station at Venice has been thrown out of commission, and the apparatus will be used in enlarging other power plants. The Edwardsville power plant not only still remains in operation but has been enlarged and rearranged to effectively handle the load to which it is subjected. The arc lighting system at Edwardsville, which was obsolete, has been enlarged and replaced with a new magnetite system.

Today with the exception of alterations still to be made to the Jacksonville Station, the present nine power plants of the System are in an excellent state, in marked contrast, as has been observed, to the situation three years ago when the Riverton station was the single modern plant of the entire system.

More economically and more effectively to maintain the System's car equipment, a tract of ground of 40 acres has been acquired immediately adjacent on the east to the city of Decatur, and a building, modern in every detail, and of dimensions ample to handle adequately the repairs of the entire car equipment of the System has been constructed. By the end of the year 1908, the shops will be in full operation.

On this same tract a temporary steel store room in which is housed the stock for the entire System has been erected. This store room eventually is to be supplanted by a more suitable permanent building, and the present structure thereafter will be converted into a car shed.





# Exhibit A

## IMPROVEMENT EXPENDITURES OF ILLINOIS TRACTION COMPANY, 1907

	URBANA AND CHAMPAIGN RAILWAY, GAS AND ELECTRIC CO.	DANVILLE STREET RAILWAY AND LIGHT CO.	DANVILLE, URBANA AND CHAMPAIGN RAILWAY CO.	DECATUR RAILWAY AND LIGHT CO.	ILLINOIS CENTRAL TRACTION CO.	ST. LOUIS AND SPRINGFIELD RAILWAY CO.	ST. LOUIS AND NORTH-EASTERN RAILWAY CO.	URBANA LIGHT, HEAT AND POWER CO.	JACKSONVILLE RAILWAY AND LIGHT CO.	BLOOMINGTON AND NORMAL RAILWAY AND LIGHT CO.	PEORIA RAILWAY CO.	CHICAGO, BLOOMINGTON AND DECATUR RAILWAY.	MADISON COUNTY LIGHT AND POWER CO.	OTHER COMPANIES.	Total.
Organization.....				\$ 250.00				\$ 200.00	\$ 324.34	\$ 413.25	\$ 1,691.55	\$ 3,145.46	\$ 2,256.30	\$ 1,553.45	\$ 9,834.35
Engineering Suptnce.....			\$ 136.40		\$ 249.84	\$ 249.84	\$ 13.25					249.84	5.50	481.89	1,386.56
Real Estate.....		\$ 1,000.00	1,913.77		74.68	353.62						2,650.00		2,067.15	7,351.98
Buildings and Fixtures.....	\$ 9,090.55	7,678.10	6,672.33	11,712.34	18,965.89	4,931.50	7,887.01	9,661.96	9,846.30	15,792.51		7,225.29	12,496.56	1,798.29	109,308.05
Office Furniture.....						4.63		1.35		4.00			4.00	299.41	313.39
Right of Way.....	904.26		3,000.00		445.26	3,526.90	90.17				930.05	34.78	3.00	13,461.99	21,430.33
Track and Roadway.....	17,099.90	37,306.81	38,675.05	10,404.29	7,423.75	60,771.36	9,863.24		1,380.84	21,258.16	11,967.14	32,647.98	1,718.80	13,255.36	263,772.68
Bridges and Culverts.....			1,087.41	9.45	373.57	1,598.42	176.89					1,076.25		5,359.38	9,681.37
Overhead Lines.....	1,476.76	1,277.73	8,158.93	10,111.38	16,942.62	10,202.58	1,200.31		54.62	3,445.97	9,091.98	19,607.19	778.91	4,695.73	87,044.71
Cars and Equipment.....	1,858.39	3,037.56	122,722.69	4,790.52	1,275.74	7,324.31	11,545.60		167.42	948.80	75,826.74	72,484.13		24,043.19	302,933.89
Tools and Machinery.....			13.97	165.89	42.68	66.09		167.91		43.72		21.88	19.40	150.10	691.64
Miscellaneous Equipment.....		40.99	1,230.94	169.63	238.86	157.52				4.65	675.00	215.75			951.84
Steam Plant.....	1,730.95	4,589.13		223.03	17,163.85			1,410.71	20.11	31,360.38			4,894.52	32.70	61,425.38
Electric Plant.....	11,924.08	306.13	477.75	29,071.68	343.52	9,666.68	55	16,339.49	189.71	119.34			3,249.33	64.53	70,185.03
Substation Equipment.....			233.79	707.70	621.45	41.31	586.09						7,650.54		9,840.88
Electric Dist. System.....	6,179.77	20,973.35		9,485.29				19,990.80	1,698.66	7,054.43		5.28	11,432.90		76,820.48
Steam Heat Dist. System.....	1,361.01	10,440.03		447.25				11.12				1,446.89			13,684.06
Gas Distributing System.....	14,596.49	12,130.86		15,845.34					4,306.81						46,879.50
Gas Mfg. Apparatus.....	12,493.24			215.26					10,366.97						23,075.47
Miscellaneous.....							132.12							156,375.71	156,507.83
TOTAL.....	\$78,715.40	\$98,168.43	\$183,367.53	\$93,609.05	\$63,271.19	\$98,187.52	\$8,404.63	\$47,761.10	\$28,355.78	\$80,445.21	\$98,832.46	\$125,859.08	\$44,503.76	\$223,638.88	\$1,273,119.42

Underscored figures represent excess of receipts over expenditures.

Improvement bonds of above companies withdrawn during year in payment of portions of above expenditures.



## *Development of Express and Freight Traffic on Interurban Lines*

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THE growth of the express and freight traffic of the Illinois Traction System, which since its inauguration has increased with gratifying rapidity both in scope and volume, was accentuated during the year just closing by the completion of the mileage necessary to effect direct connection between Peoria and St. Louis, and Champaign and Decatur. The lines of the Peoria, Bloomington and Champaign Traction Company and the St. Louis, Decatur and Champaign Railway Company, as remarked, were placed in operation early in 1907, while that of the Peoria, Lincoln and Springfield Traction Company, affording an air line from Lincoln to Mackinaw and reducing the mileage between Peoria and St. Louis, was opened to traffic as the year drew to a close. Largely to the augmented value afforded by these connections to the System's field of operations, the successful consummation of negotiations with the United States Express Company for the operation of its service, as previously mentioned, over the Illinois Traction System may be ascribed, and although as yet it remains for the near future to effect connection at Danville with the extensive Indiana Systems, yet the superiority as railway centers of the communities reached by this System in Illinois, coupled with the unsurpassed advantages of the St. Louis terminal, place the Illinois Traction System on a plane of comparative independence as regards connection with Eastern or other roads. Perhaps no Express Company now operating in the United States reaches, within the same extent of similar territory, as desirable a field or as promising markets as afforded by the prosperous communities served by the Illinois Traction System.

Coal traffic has increased especially on the South end lines, even in the face of adverse conditions due to industrial inactivity and weather conditions unfavorable for coal consumption. Although movements of bulk grain, which form so considerable a portion of freight shipments in this territory, have as yet been undertaken to no appreciable extent, yet the certainty of future participation in this extensive traffic emphasizes the value and significance of that which in the absence of participation in grain movements, has nevertheless been accomplished.





The increased importance of express and freight business has become more marked as the lines have multiplied. As generally understood express and freight revenues constitute the mainstay of railway earnings, and although in the history of Interurban operation, perhaps in a great measure due to the prominence the advantages of its passenger service naturally assumed and the relatively short hauls of most interurbans, this portion of their business perhaps has been neglected, yet with the extension of continuous mileage it must be assumed that the increased ratio of express and freight to passenger traffic will each year become more pronounced. Long haul express and freight transportation is less susceptible to fluctuations in industrial fields than passenger traffic to changes in economic conditions, and the greater stability secured to the gross earnings of a transportation company is, of course, heightened with increased ramifications and enlarged mileage, in consequence of which the prospect for interchange at no late date with Eastern lines, which with connections now penetrate uninterruptedly even to Pennsylvania, New York and Michigan is gratifying.

As suggested in the last report three essentials to the development of express and freight traffic are apparent. The first—that of a sufficient railway reaching freight and express consuming and distributing centers—obviously is nearer realization than at the end of the year 1906, though the imperative need for belt railways at Springfield, Decatur and Edwardsville has not as yet been met, and remains an obstacle to the successful expansion of the System's freight-traffic, especially precluding the development of bulk freight business. Desirable terminals in the cities served by the System—the second requisite—are very generally enjoyed. The third requirement—adequate rolling stock equipment—has received due consideration during the year just passed. To the five electric locomotives in operation on the first day of January 1907, there have been added five others, including pulling cars, while two engines are yet to come from the builders. Fifteen express motors and perhaps forty-four express trailer cars are in operation, while the gondola and flat car equipment has been augmented to a maximum of three hundred ninety-four in commission, used, generally in coal carrying trade.

The transportation of perishable commodities has been accommodated by the purchase of four refrigerator cars, and the increased scope of traffic operations thus enabled, with the pronounced favor with which the refrigerator service has been received, has more than justified the expectations of the management in its provision.

With traffic interchange with the terminal steam railways at St. Louis and Peoria, which, while desirable is not absolutely essential, and with the completion of belt lines at Springfield, Decatur and Edwards-





ville, as previously adverted to, it may conservatively be estimated that the following traffic movements yielding the revenues indicated would be possible:

Gross revenue from movement of output of coal mine now served by this line in Worden district to St. Louis market, per year.....	\$100,000.00
Gross revenue on movement of grain from points in central Illinois for delivery to Southern Railroads, per year.....	\$200,000.00
Gross revenue from movement of lumber and other car load commodities from St. Louis to points on the System's lines, per year.....	\$100,000.00
Gross revenue from movement of coal from Springfield district to Bloomington and Peoria Markets, per year.....	\$75,000.00
Gross revenue from the movement of coal from the Springfield district to points east of Decatur, per year.....	\$25,000.00

in all aggregating a total of a half million dollars per year, from traffic which might be handled with few additional facilities. The revenue to be derived from the movement of Springfield district coal to Bloomington and Peoria, it may be explained, will accrue without expenditure for belt railways, but where bulk freight movements entail operation through the streets of Springfield, Decatur or Edwardsville, they cannot be undertaken not only because of franchise restrictions, but by reason also of short radius curves in the city streets.

It may be concluded that although express and freight traffic, as heretofore, has been confined largely to movements of produce, meats, groceries and other articles of food consumption, in which department the pre-eminent value of the Interurban has daily been more fully appreciated, yet the field open for Interurban participation is concededly unlimited and promises abundant returns when properly entered and developed.



## *The Development of the St. Louis Terminal*

---

**D**URING the year now ending, not only has the contract for the Mississippi River bridge at St. Louis been awarded, but work upon the substructure for some time has been under way. The railway line acquired early in the year by the Citizens Railway Company of Venice from the East St. Louis System affords connection, as elsewhere stated, from the lines of the Illinois Traction System to the east approach of the bridge. The right of way and franchises necessary for the Terminal have been obtained and no obstacle now intervenes to the successful consummation of the plans as discussed in the former report. The acquisition of the preliminary rights which have constituted so often an insuperable barrier to the success of other interests ambitious to build an additional bridge at St. Louis is gratifying, and the work thus far accomplished portends the most satisfactory fulfillment of the Company's purposes. Wide spread interest has centered in this enterprise, obviously one of great magnitude and vital to the interests of the Missouri metropolis, with general satisfaction that it has been undertaken by the Illinois Traction System, which seems to assure its ultimate and unqualified success. Despite financial and economic difficulties, the Tri-Cities seem successfully to have coped with their quota of national adversity and to give renewed promise of development and growing importance as centers of passenger and freight traffic. It is no small undertaking to enter a metropolis the size of the city of St. Louis even under lease-hold rights or contract privileges and the advantages which justify the expenditures necessary to the acquisition of such a foot-hold in such a terminus are infinitely heightened where the new line acquires its own property rights, the value of which are necessarily vastly augmented from year to year.





## *Earnings, Assets and Bonded Indebtedness*

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Exhibit B, a statement of earnings and expenses, affords an interesting comparison of those for the year 1907 with those of previous years. A statement of receipts and expenditures and of the assets and liabilities of the several subsidiary properties, as of December 31, 1906, designated as Exhibit C, certified by the General Auditor and verified by P. S. Ross & Sons, chartered accountants, follows the tabular statement of the earnings, while a statement of the bonded indebtedness of the several properties of the Illinois Traction System over the certificate of the General Auditor, appears as Exhibit D. Exhibit E is a table of operating statistics.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "E. D. Oscher". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

Vice President and General Manager.



# *Exhibit B*

## EARNINGS AND EXPENSES

### ILLINOIS TRACTION COMPANY

GROSS EARNINGS:	1907.	1906.	Increase.
Interurban.....	\$1,610,257.29	\$1,008,134.38	\$602,122.91
Local Street Railway.....	1,226,590.63	1,151,487.27	75,103.36
Gas.....	259,572.31	240,744.28	18,828.03
Electric Light and Power.....	542,032.42	497,666.29	44,366.13
Steam Heating.....	127,452.69	115,075.52	12,377.17
Miscellaneous.....	13,281.83	.....	13,281.83
<b>TOTAL GROSS EARNINGS:</b> .....	<b>\$3,779,187.17</b>	<b>\$3,013,107.74</b>	<b>\$766,079.43</b>
Operating Expenses.....	2,065,423.77	1,602,601.25	462,822.52
Taxes.....	63,063.80	48,554.16	14,509.64
<b>TOTAL OPERATING EXPENSES:</b> .....	<b>\$2,128,487.57</b>	<b>\$1,651,155.41</b>	<b>\$477,332.16</b>
<b>NET EARNINGS:</b> .....	<b>\$1,650,699.60</b>	<b>\$1,361,952.33</b>	<b>\$288,747.27</b>
Percentage of Operating Expenses			
1907.....			56.30
Percentage of net increase on gross increase.....			37.70

Certified correct:

B. E. BRAMBLE, General Auditor.

### COMPARATIVE STATEMENT, THREE YEARS ENDING DECEMBER 31, 1907

GROSS EARNINGS:	1907.	1906.	1905.
Interurban.....	\$1,610,257.29	\$1,008,134.38	\$ 611,981.04
Local Street Railway.....	1,226,590.63	1,151,487.27	1,066,795.93
Gas.....	259,572.31	240,744.28	218,062.93
Electric Light and Power.....	542,032.42	497,666.29	445,079.06
Steam Heating.....	127,452.69	115,075.52	100,469.88
Miscellaneous.....	13,281.83	.....	.....
<b>TOTAL GROSS EARNINGS:</b> .....	<b>\$3,779,187.17</b>	<b>\$3,013,107.74</b>	<b>\$2,442,388.84</b>
Operating Expenses.....	2,065,423.77	1,602,601.25	1,257,111.85
Taxes.....	63,063.80	48,554.16	37,539.61
<b>TOTAL OPERATING EXPENSES:</b> .....	<b>\$2,128,487.57</b>	<b>\$1,651,155.41</b>	<b>\$1,294,651.46</b>
<b>NET EARNINGS:</b> .....	<b>\$1,650,699.60</b>	<b>\$1,361,952.33</b>	<b>\$1,147,737.38</b>
Percentage of Operating Ex-			
penses.....	56.30	54.80	53.00

Certified correct:

B. E. BRAMBLE, General Auditor.



## Exhibit C

### STATEMENT OF PROPERTIES

CONTROLLED BY

THE ILLINOIS TRACTION COMPANY

DECEMBER 31, 1907

#### RECEIPTS AND EXPENDITURES

##### EARNINGS:

Interurban Lines.....	\$1,610,257.29
City Lines.....	1,226,590.63
Gas.....	259,572.31
Electric.....	542,032.42
Heat.....	127,452.69
Miscellaneous.....	13,281.83
<b>TOTAL GROSS EARNINGS .....</b>	<b>\$3,779,187.17</b>
<b>TOTAL OPERATING EXPENSES, INCLUDING TAXES.....</b>	<b>2,128,487.57</b>
<b>NET EARNINGS FROM OPERATION.....</b>	<b>\$1,650,699.60</b>
Interest on bonds, etc.....	\$985,631.21
Dividends on preferred stock.....	201,953.28
	<u>\$1,187,584.49</u>
<b>SURPLUS INCOME .....</b>	<b>\$ 463,115.11</b>
Per cent. total operating expenses, including taxes, to total earnings .....	56.32

#### ASSETS AND LIABILITIES

DECEMBER 31, 1907

##### ASSETS

Stocks and securities.....	\$10,214,266.67
New construction for controlled Companies.....	1,426,522.57
Balance of revenues due from controlled Companies.....	163,075.14
Bonds retired for controlled Companies.....	25,125.00
Accounts and notes receivable.....	183,495.02
Stores on hand.....	88,595.27
Cash in bank (current account).....	84,326.10
Cash in bank (accident fund).....	4,363.63
	<u>\$12,189,769.40</u>

##### LIABILITIES

Capital stock, preferred.....	\$3,618,600.00
“ “ common.....	6,594,500.00
Accrued interest on bonds of controlled Companies.....	208,413.79
Accounts and notes payable.....	466,984.93
Reserve on account of accident Insurance.....	8,238.79
Surplus, 1906.....	\$829,916.78
Net profit, 1907.....	463,115.11
	<u>\$1,293,031.89</u>
	<u>\$12,189,769.40</u>

Audited and verified:

P. S. ROSS & SONS,

Chartered Accountants.

Certified correct:

B. E. BRAMBLE, General Auditor.

February 27, 1908.





## *Exhibit D*

### BONDED INDEBTEDNESS OF PROPERTIES

CONTROLLED BY  
ILLINOIS TRACTION COMPANY

DECEMBER 31, 1907

COMPANY	BONDS OUTSTANDING	INT. RATE
Danville, Urbana & Champaign Railway Co. first mortgage....	\$1,787,000	5%
Danville, Urbana & Champaign Railway Co. second mortgage..	414,000	6%
Danville & Northern R. R.....	17,000	5%
Danville Street Railway & Light Co.....	688,000	5%
Danville Gas, Electric Light & Street Railway Co.....	9,000	6%
Urbana & Champaign Railway, Gas & Electric Co., consolidated	306,000	5%
Urbana & Champaign Railway, Gas & Electric Co.....	186,000	5%
Urbana Light, Heat & Power Company.....	47,000	5%
Decatur Railway & Light Company.....	650,000	5%
Decatur Traction & Electric Company.....	212,000	5%
Decatur Gas & Electric Company, first mortgage.....	300,000	5%
Decatur Gas & Electric Company, second mortgage.....	90,000	5%
Illinois Central Traction Company.....	1,455,000	5%
St. Louis & Springfield Railway Company.....	1,520,000	5%
Jacksonville Railway & Light Company.....	420,000	5%
Jacksonville Gas Light & Coke Company.....	175,000	5%
Jacksonville Railway Company.....	34,000	6%
Bloomington & Normal Railway, Electric & Heating Co.....	600,000	5%
Bloomington & Normal Railway & Light Company.....	679,000	5%
Central Railway Company.....	570,000	5%
Peoria Railway Company.....	2,804,000	5%
Madison County Light & Power Company.....	377,000	5%
Chicago, Bloomington & Decatur Railway Company.....	1,082,000	5%
St. Louis & North Eastern Railway Company.....	900,000	5%
Springfield & North Eastern Traction Company.....	800,000	5%
Peoria, Bloomington & Champaign Traction Company.....	2,000,000	5%
St. Louis, Decatur & Champaign Railway Company.....	1,328,000	5%
Citizens Railway Company of Venice.....	400,000	5%
St. Louis & Staunton Railway Company.....	900,000	5%
Tri-City Traction Company.....	900,000	5%
	\$21,650,000	

#### \* ROADS UNDER CONSTRUCTION

St. Louis Electric Terminal Railway Company.....	\$ 891,000	5%
St. Louis Electric Bridge Company.....	61,000	5%
Springfield Belt Railway Company.....	70,000	5%
Danville & Eastern Illinois Railway Company.....	240,000	5%
Peoria, Lincoln & Springfield Traction Company.....	890,000	5%
Illinois Western Railway Company.....	290,000	5%
	\$2,442,000	

\*Amount of bonds outstanding December 31, 1907. Further bonds withdrawn from time to time as construction progresses. Interest on these bonds does not become a charge against revenue until the lines are in operation.

Certified correct:

B. E. BRAMBLE, General Auditor.



# *Exhibit E*

## OPERATING STATISTICS

---

### INTERURBAN LINES

Total number of passengers carried .....	8,182,069.00
Total number of car miles operated, including Company freight .....	5,336,721.00
Number of miles fully operated during 1907 .....	269.00
Gross earnings per mile on fully operated track .....	\$ 5,128.00
Number of miles partially operated during 1907 .....	117.00
Gross earnings per mile partially operated track .....	\$ 1,971.00
Average fare per pay passenger .....	.1754
Gross earnings per revenue car mile .....	.3149
Passenger earnings per passenger car mile .....	.3055
Express and freight earnings per express and freight car mile .....	.3313
Total expenses per car mile .....	.1734

### CITY LINES

Total number of passengers carried .....	26,276,649.00
Total number of car miles operated .....	6,724,716.00
Gross earnings per mile of track .....	\$ 11,525.00
Average fare per pay passenger .....	.0466
Gross earnings per car mile .....	.182
Total expenses per car mile .....	.0976





# Exhibit I

## STREET RAILWAY STATISTICS

PROPERTY.	TOTAL MILES OF TRACK COUNTED AS SINGLE TRACK.	MILES OF ROADBED.	SQ. YDS. OF PAVEMENT PAID FOR BY COMPANY.	NO. OF MOTOR CARS.	CARS OTHER THAN MOTOR.	NO. OF CAR BARN.	CAPACITY IN CARS.
Urbana and Champaign Railway, Gas and Electric Co.....	8.	5.9	10,000	15	8	2	30
Danville Street Railway and Light Co. (Including Danville & Northern, Danville & Eastern Ill.).....	16.37	12.37	40,207	26	12	1	12
Decatur Railway and Light Co.....	10.85	9.49	29,292	23	16	1	16
Jacksonville Railway and Light Co. (Including Ill. Western City Track).....	7.65	7.15	17,800	14	9	1	32
Peoria Railway Co.....	49.76	34.80	164,000	108	98	6	184
Citizens Railway Co. and Leased Track.....	4.88	4.22	21,123	6	0	1	6
Bloomington & Normal Railway and Light Co.....	17.42	16.47	28,875	18	6	2	24
TOTAL.....	114.93	90.40	311,297	210	149	14	304

# Exhibit II

## ELECTRIC LIGHTING STATISTICS

PROPERTY.	NO. OF STREET ARCS FURNISHED CITY.	NO. OF COMMERCIAL ARCS.	NO. OF INCANDESCENT LAMPS.	NO. OF MERIDIAN OR NERNST LAMPS.	NO. OF METERS IN RESIDENCES.	NO. OF METERS IN BUSINESS HOUSES.	NO. OF FLAT RATE CONSUMERS.	NO. OF TRANSFORMERS IN USE.	APPROXIMATE MILES OF POLE LINE.	NO. OF ELECTRIC MOTORS IN USE.	K. W. CAPACITY OF AVERAGE MOTOR LOAD.
Urbana and Champaign Railway, Gas & Electric Co.....	148	103	9,000	70	352	234	57	46	31.5	32	120
Danville Street Railway and Light Co.....	484	681	65,000	.....	2,284	502	320	204	52	105	175
Decatur Railway and Light Co.....	.....	285	32,000	50	962	422	199	192	31	118	150
Bloomington & Normal Railway and Light Co.....	66	450	30,000	550	385	405	443	188	29	222	250
Jacksonville Railway and Light Co.....	.....	70	7,000	200	462	446	61	107	19	80	100
Urbana Light, Heat and Power Co.....	110	30	9,500	10	694	30	34	62	11	15	60
Madison County Light and Power Co.....	264	132	16,810	27	389	492	172	118	41	37	145
TOTAL.....	1,072	1,751	169,310	907	5,528	2,531	1,286	917	214.5	609	1,000



## Exhibit III

### GAS LIGHTING STATISTICS

PROPERTY.	No. OF GAS BENCHES.	CAPACITY OF GAS BENCHES.	CAPACITY OF WATER GAS PLANTS.	CAPACITY OF HOLDERS.	CAPACITY OF PURIFIERS.	No. OF MILES OF MAIN.	No. OF METERS IN USE.	No. OF GAS STOVES IN USE.	No. OF HUMPHREY OR OTHER ARCS IN USE.
Urbana and Champaign Railway, Gas and Electric Co..	4	160,000	100,000	150,000	300,000	27.2	2,050	907	225
Danville Street Railway and Light Co.....	3	130,000	100,000	150,000	250,000	16.41	1,484	1,210	16
Decatur Railway and Light Co.....	5	225,000	200,000	250,000	400,000	31.5	*4,100	2,800	200
Jacksonville Railway and Light Co.....	4	180,000	200,000	174,000	200,000	28.5	2,152	1,650	207
TOTAL.....	16	695,000	600,000	724,000	1,150,000	103.61	9,786	6,567	648

\*Double meter system still in vogue, but being discontinued.

## Exhibit IV

### POWER HOUSE STATISTICS

LOCATION.	No. OF BOILERS.	H. P. CAPACITY OF BOILERS.	No. OF STOKERS.	H. P. CAPACITY OF STOKERS.	No. OF ENGINES.	H. P. CAPACITY OF ENGINES.	No. OF GENERATORS.	K. W. CAPACITY OF GENERATORS.	K. W. CAPACITY OF GENERATORS FOR RAILWAY AND POWER SERVICE.	K. W. CAPACITY OF GENERATORS FOR COMMERCIAL LIGHTING SERVICE.	K. W. CAPACITY OF GENERATORS FOR MUNICIPAL LIGHTING SERVICE.
Champaign.....	8	2,230	4	1,400	4	3,000	4	1,900	1,200	570	130
Danville.....	12	5,000	12	5,000	10	8,350	11	4,400	2,950	1,700	200
Decatur.....	6	2,200	....	.....	4	2,800	6	2,450	400	2,050	.....
Riverton.....	8	3,200	4	1,600	3	5,800	3	4,000	4,000	.....	.....
Bloomington.....	8	3,200	6	2,400	6	3,100	6	2,100	700	1,400	.....
Jacksonville.....	6	780	....	.....	3	875	4	850	350	500	.....
Urbana.....	2	700	....	.....	1	750	1	400	.....	350	50
Peoria.....	8	3,200	8	3,200	2	6,000	2	4,000	4,000	.....	.....
Edwardsville.....	3	800	....	.....	3	800	3	550	300	200	50
TOTAL.....	61	21,310	34	13,600	36	31,475	40	20,650	13,900	6,770	430



# *Exhibit V* INTERURBAN STATISTICS—ROADS OPERATING

PROPERTY.	No. of Miles Single Track Owned.	No. of Miles Single Track Leased.	No. of Miles Single Track Operated.	No. of Miles Switching, Tonnage and Loaded Mail Trunk	No. of Motor Passenger Cars	No. of Motor Express and Light Cars	No. of Electric and Human Powered	No. of Trailer Passenger Cars	No. of Trailer Express Cars	No. of Hook Cars.	No. of Gondola and Flat Cars	No. of Substations	No. of Hook Wagon Rooms.	No. of Frame Wagon Rooms	No. of Portable Rail and Converters.	Miles of Private Right of Way.	Miles of Right of Way by Franchise	No. of Car Bays	Capacity in Cars
Danville, Urbana & Champaign Railway Co. ....	38.5	2.7	41.2	8.9	20	2	10	1	27	—	26	4	4	3	—	33	14	3	33
St. Louis & Springfield Traction Co. ....	39.1	0.9	40.0	2.6	4	—	—	—	—	—	—	—	4	3	—	33	33	—	—
Illinois Central Traction Co. ....	40.0	2.6	42.6	2.9	6	3	—	—	—	—	20	3	3	3	—	33	34	1	3
St. Louis & Northeastern Railway Co. ....	18.5	—	18.5	.9	5	6	—	—	3	3	15	3	3	—	—	15	33	1	14
Chicago, Bloomington & Decatur Railway Co. ....	45.5	1.7	47.2	1.6	5	2	—	—	—	—	74	3	3	3	—	41	33	—	—
St. Louis & St. James Railway Co. ....	17.7	—	17.7	1.3	5	2	—	—	—	—	43	3	3	—	—	15	33	—	—
Springfield & Northeastern Traction Co.* ..	39.1	1.9	41.0	1.3	—	—	—	—	3	—	13	3	—	—	—	17	33	1	3
Peoria, Lincoln & Springfield Traction Co. ....	27.8	—	27.8	6	—	5	—	—	—	—	63	3	—	—	—	26	33	—	—
Peoria, Bloomington & Champaign Traction Co. .	31.7	—	31.7	.9	10	—	—	—	3	—	13	3	3	—	—	15	33	1	6
Tri-City Traction Co. ....	15.3	1.3	16.6	.9	5	—	—	—	3	—	—	3	—	—	—	15	33	—	4
St. Louis, Decatur & Champaign Railway Co. ....	46.5	2.1	48.6	3.06	5	3	3	—	3	4	26	3	3	—	3	44	33	1	30
Illinois Western Railway Co. ....	—	—	—	—	3	3	3	—	3	—	26	—	—	—	—	—	—	—	—
Total ..	400	703	2419	326	70	23	14	3	44	6	394	12	17	3	3	311	34	11	90

\*1 34 Miles of Right of Way on S. & N. E. Traction Co. owned by Ill. Cent. Traction Co.

# *Exhibit VI* STEAM AND HOT WATER HEATING STATISTICS

PROPERTY.	No. of Miles of Main	No. of Arched Main	Sq. Feet of Heating Surface.	No. of Arched and Horizontal Pipes.	No. of Arched and Horizontal Pipes.	Approximate No. of Miles of Heating Pipe.
Urbana and Champaign Railway, Gas and Electric Co. ....	1.5	125	115,000	3	115	90
Danville Street Railway and Light Co. ....	2.53	305	206,342	4	1230	1.13
Decatur Railway and Light Co. .	1.56	130	64,300	—	—	1.00
Bloomington & Normal Railway and Light Co.	6.73	247	174,013	—	—	1.31
Urbana Light, Heat and Power Co. ....	3.31	40	30,200	—	—	1.3
Total ..	12.63	440	505,552	7	1505	3.13

400,000 sq. ft. water 33,300 sq. steam.



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# Illinois Traction Company

## Annual Report

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The  
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*Sixth Annual Report of the  
Management to the  
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January first, nineteen hundred and ten





# Table of Contents

STATEMENT OF PROPERTIES.....	3
OFFICERS OF THE ILLINOIS TRACTION SYSTEM.....	4
REPORT OF THE MANAGEMENT.....	5-10
Exhibit A—Table of Improvement Expenditures.....	11-12
Exhibit B—Statement of Earnings and Expenses.....	13
Exhibit C—Statements, Receipts and Expenditures, Assets and Liabilities.....	14
Exhibit D—Statement of Bonded Indebtedness.....	15



# *Principal Component Properties*

## *Illinois Traction System*

---

DANVILLE STREET RAILWAY & LIGHT COMPANY,  
DANVILLE & EASTERN ILLINOIS RAILWAY COMPANY,  
DANVILLE & NORTHERN RAILROAD COMPANY,  
DANVILLE, URBANA & CHAMPAIGN RAILWAY COMPANY,  
URBANA LIGHT, HEAT & POWER COMPANY,  
URBANA & CHAMPAIGN RAILWAY, GAS & ELECTRIC COMPANY,  
DECATUR RAILWAY & LIGHT COMPANY,  
ILLINOIS CENTRAL TRACTION COMPANY,  
ST. LOUIS & SPRINGFIELD RAILWAY COMPANY,  
JACKSONVILLE RAILWAY & LIGHT COMPANY,  
BLOOMINGTON & NORMAL RAILWAY & LIGHT COMPANY,  
CHICAGO, BLOOMINGTON & DECATUR RAILWAY COMPANY,  
ST. LOUIS & NORTHEASTERN RAILWAY COMPANY,  
ST. LOUIS & STAUNTON RAILWAY COMPANY,  
TRI CITY TRACTION COMPANY,  
PEORIA RAILWAY COMPANY,  
MADISON COUNTY LIGHT & POWER COMPANY,  
CITIZENS RAILWAY COMPANY OF VENICE,  
ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY COMPANY,  
PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION COMPANY,  
SPRINGFIELD & NORTHEASTERN TRACTION COMPANY,  
PEORIA, LINCOLN & SPRINGFIELD TRACTION COMPANY,  
ILLINOIS WESTERN RAILWAY COMPANY,  
ST. LOUIS ELECTRIC BRIDGE COMPANY,  
ST. LOUIS ELECTRIC TERMINAL RAILWAY COMPANY,  
DES MOINES ELECTRIC COMPANY.

## *Resume' of Services, Exclusive of Interurban Rendered in Various Cities*

### *Street Railway*

JACKSONVILLE  
GRANITE CITY, MADISON  
AND VENICE,  
DECATUR,  
BLOOMINGTON,  
PEORIA,  
CHAMPAIGN AND URBANA,  
DANVILLE.

### *Electric Lighting and Power*

JACKSONVILLE,  
GRANITE CITY, MADISON  
AND VENICE,  
EDWARDSVILLE,  
DECATUR,  
BLOOMINGTON,  
CHAMPAIGN,  
URBANA,  
DANVILLE AND WESTVILLE,  
DES MOINES.

### *Gas*

JACKSONVILLE,  
DECATUR,  
CHAMPAIGN AND URBANA,  
DANVILLE.

### *Heating*

DECATUR,  
BLOOMINGTON,  
CHAMPAIGN,  
URBANA,  
DANVILLE.



# *Officers of Illinois Traction System*

## *1909*

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### *Directors*

HON. WM. B. MCKINLEY.....	President
GEO. M. MATTIS.....	Vice-President and Treasurer
T. B. MACAULAY.....	Director
S. H. EWING.....	Director
J. R. DOUGALL.....	Director
ABNER KINGMAN.....	Director
EDWARD WOODMAN.....	Director

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### *General Officers*

President .....	HON. WM. B. MCKINLEY, Champaign, Ill.
Vice-President and Treasurer .....	GEO. M. MATTIS, Champaign, Ill.
General Manager.....	H. E. CHUBBUCK, Peoria, Ill.
Secretary .....	T. B. MACAULAY, Montreal

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### *Sundry Officers*

Chartered Accountants and Supervisory Auditors...	P. S. ROSS & SONS, Montreal
Comptroller .....	E. W. HENDERSHOT, Decatur, Ill.
Electrical and Mechanical Engineer .....	H. C. PATTERSON, Decatur, Ill.
General Auditor .....	B. E. BRAMBLE, Champaign, Ill.
Purchasing Agent .....	W. H. BURKE, Decatur, Ill.
Record and Claim Attorney.....	Geo. W. BURTON, Peoria, Ill.
Land Commissioner .....	J. E. BERRY, Peoria, Ill.
Gas Engineer .....	F. W. BEDARD, Peoria, Ill.

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### *Officers Interurban Railway Department*

Traffic Manager .....	H. H. ROSEMAN, Springfield, Ill.
General Superintendent of Interurbans.....	C. F. HANDSHY, Springfield, Ill.
Engineer Maintenance of Way.....	L. B. MARTIN, Decatur, Ill.
Superintendent Bridges and Buildings.....	E. M. HAAS, Decatur, Ill.
Superintendent Motive Power and Equipment.....	J. M. BOSENBURY, Decatur, Ill.

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### *General Superintendents of Properties*

M. L. HARRY .....	Decatur, Ill.
M. G. LINN .....	Bloomington, Ill.
J. E. JOHNSON .....	Danville, Ill.
R. W. BAILEY .....	Peoria, Ill.
JOHN A. GLOVER .....	Urbana, Ill.
H. J. PEPPER .....	Champaign, Ill.
J. P. DOAN .....	Jacksonville, Ill.
E. D. BELL .....	Madison County, Ill.
P. B. SAWYER .....	Des Moines, Ia.





## *Report of the Management*

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TO THE PRESIDENT AND BOARD OF DIRECTORS:

WITH the commencement of 1909 there was in progress the construction of the Mississippi River Bridge at St. Louis, the lines of the St. Louis Electric Terminal Railway, the Decatur Belt, the Springfield Belt and later the Edwardsville and Granite City Belts. The question which had been pending for a year as to whether the lines from Peoria to Bloomington and from Mackinaw Junction to Springfield should be changed to direct current was also yet unsettled. These were the more important problems with which we had to deal at the beginning of the year.

The piers in the Mississippi River were finished soon after the first of January and the final plans of alignment and details of construction of the bridge approaches recommended by the management were approved by the Directors. The importance of constructing this bridge of a type and strength commensurate with present steam railroad requirements has been kept constantly in view, and it is a pleasure to the Management to be able to say that the bridge will be one that will be thoroughly adequate for handling the heavy modern equipment of steam railroads. The Eads Bridge and the Merchants Bridge, designed and erected years ago, are understood to be limited to a carrying capacity of 3,500 pounds per lineal foot of track. Our bridge has been designed to provide a carrying capacity of 5,000 pounds per lineal foot of track. The Illinois Traction bridge will in fact, when completed, be the heaviest and strongest bridge of any kind across the Mississippi River at any point. When it is remembered that there are but two bridges across the Mississippi at St. Louis, that these are both heavily overtaxed already, that St. Louis is the fourth city in the United States, and that its trade is steadily and rapidly growing, the future value of such a bridge can hardly be over-estimated. It is not unreasonable to assume that some of the steam roads which now enter the metropolis will in time find it to their interest to operate over the new bridge.

Work has progressed rapidly on the trackage in Venice and on the approaches and tracks in St. Louis. One main span of the bridge had been completed when the work of the contractors was delayed, the false work erected by them in connection with the construction of the second main span being destroyed by the unprecedented high water and large quantities of floating ice. Construction work on the main river spans will unfortunately thus be stopped until after the maximum high water, usually taking place in June. It is now confidently expected that the two remaining main spans will be erected and the bridge completed for operation not later than December next.



The uptown Broadway station, St. Louis, is well under way and will provide for entrance of trains on the second floor. Negotiations for the purchase of the land required for the large downtown terminals are in process of completion.

The new power plant at Venice, to supply the additional electrical energy required for the increased traffic which will result from the completion of the bridge and the inauguration of service into the heart of St. Louis, was designed early in the year. Contracts have been awarded and construction has progressed rapidly. This power plant, located at the east approach of the bridge and with an initial installation of 4,000 kilowatts, commands a strategic position for the development and operation of the St. Louis terminals, and also for the sale of power. Contracts for power have been solicited by manufacturing plants for nearly half of the proposed electrical capacity, and there is every indication that by reason of the location of this plant we will be able to derive a large income from the sale of power.

Application for switching facilities in St. Louis by well established manufacturing plants have been numerous, which gives promise of a very large measure of inter-state traffic between Missouri and Illinois.

A new line, known as the Danville & Southeastern, seven miles in length, has been established and will be opened early in 1910 to serve the Grape Creek coal mining district, which is tributary to Danville.

Work has progressed upon the belts as fast as possible in view of the delay caused by the Railroad and Warehouse Commission of Illinois, which controls, under the state law, the placing of crossings with other railroads.



## *Interurban Lines*

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FOR the better supervision and development of the interurban lines, the organization has been modified to some extent, the office of General Superintendent of Interurban Lines having been created. Several of the Interurban stations have been transferred from the Traffic to the Transportation Department. In lieu of the former system of Division Superintendents, a Chief Trainmaster and Assistant Trainmasters have been substituted. The Chief Trainmaster reports directly to the General Superintendent of Interurban lines. This alteration has been effected without increase in cost and its operations have proven economical and satisfactory.

The changing of the lines between Springfield, Peoria and Bloomington from alternating to direct current operation was decided on and taken up actively. New sub-stations of modern and pleasing construction and of uniform type were erected at Mackinaw, Minier, Union and Ridgely Junction; the alternating current sub-stations at Morton and Danvers were re-arranged; a specially heavy feeder was erected over this entire line; cars were equipped with direct current motors, and in the early summer we were able to operate with direct current over the entire trackage of the Illinois Traction System. This change, which makes it possible without change of cars or equipment to run through service from point to point upon the system, has proven of great advantage in operation.

This year has seen completed ballasting over portions of the newer track, increased and better passenger and freight facilities.

A tie renewal fund has been created. This is accumulated by the payment of a fixed sum from the interurban receipts each month which is charged to operation. Creosoted oak ties are now used for all construction and maintenance work.

The freight equipment has been increased by adding fifty new forty-ton coal cars, twenty-five new forty-ton box cars, eight passenger trailer cars.

Greatly increased facilities at the Decatur Shops have been completed and the system is now provided with ample means for independently maintaining its equipment and making heavy as well as ordinary repairs to motors and cars for its entire lines.

The requirements of the Interstate Commerce Laws with reference to safety appliances have led to standardization as rapidly as possible of all rolling stock.

Traffic agreements have been entered into with the Chicago, Rock Island and Pacific Railway Company and the Chicago and Eastern Illinois Railroad





Company, which should prove an increasingly great factor in augmenting the traffic of the System.

A freight Claim Department has been created.

The construction of grain elevators along the lines has been encouraged, and several have already been erected, while others are in course of erection. When the belt lines shall have been completed the grain traffic should develop rapidly.

A new train service from Peoria to Decatur has been placed in operation obviating the necessity of transfer and shortening the time between the two points. No steam road has met the convenience, comfort or frequency of the service now established.

The sleeper service which has been in operation from Springfield to East St. Louis for a long time has disclosed the desirability of its extension elsewhere. New cars have been ordered for a Peoria-St. Louis service. These cars have berths longer than in the average Pullman. Upper berths will be provided with adjustable windows. It will be unnecessary to lower the upper berth unless it is to be occupied. The lower berth can be closed by a single movement on the part of its occupant upon arising, to give floor space for dressing. The cars will have unusual strength of construction, being provided, between every section of berths, with cross bulk-heads which will be continued to the floor of the car to form a permanent partition between each section. Each berth will be provided with a repository for valuables. These cars will be placed in service within three months.

The Interstate Commerce Commission accounting system has been established as the standard for interurban lines.



## *Local Utility Properties*

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THERE has been no change in the personnel of the General Superintendents of local properties, all of which have been operating with excellent results.

Construction work laid out for the public utility plants of the system has all been completed. Marked improvement in capacity and efficiency in the gas departments of Danville, Champaign and Decatur has been made.

The controversy with the City of Bloomington over the right of the Bloomington & Normal Railway & Light Company to occupy the streets of the municipality was concluded in June by the granting of a new ordinance for twenty years. This ordinance is considered exceedingly fair in its terms both to the City and Company.

The Des Moines Electric Company, a corporation which controls the electric lighting and power field in Des Moines, Iowa, has been acquired. It will prove a desirable acquisition.

### GENERAL.

On the first of January the General Offices were moved from Danville to Peoria. These include the office of the General Manager, General Counsel, Claims Department, Land Commissioner, Chief Surgeon, and Hospital Benefit Association.

The insurance of the entire system has been placed in charge of the Land Commissioner.

A Department of Publicity has been organized and placed in charge of a trained newspaper man. All the advertising of the entire system has been transferred to this department.

The accident association has been enlarged and all of the companies of both the Illinois Traction System and of the Western Railways & Light Company participate therein under the name of the Western Illinois Accident Association. Its scope has been extended to include not only the interurban and street railway lines, but the electric lighting, gas and steam heating properties as well. The contract dated January 1, 1909, has been entered into providing for payment of a fixed percentage of gross receipts to a fund, disbursements from which are made in payment of losses arising from accidents, subject to the conditions of the agreement. The percentage payable by the interurban and street railway lines is two per cent; by the electric and steam heating companies, one-half of one per cent; and by gas companies, one fourth of one per cent. On the



31st of December 1909 the fund accumulated amounted to \$65,351.45. Payments on account of accidents arising after January 1, 1909, only have been assumed by the Association.

Everything is running in the most harmonious and satisfactory manner possible and out of approximately fifty million passengers handled during the year not a solitary one was killed in an accident on the lines. This record classes the System with the most efficiently operated steam roads.

The relations between the System and its employees have been very satisfactory. There have been no disturbances of any kind at any point.

The foregoing will afford a general view of the salient features of the year's operations. There has been no untoward occurrence of any kind; there has been efficient maintenance and development of the physical properties; continuous growth in passenger, express and freight traffic; and steady development and extension of railway, electric lighting, gas and heating properties, all of which have contributed to the good record of the year and forecast a bright future.

Appended to the report are numerous statements of interest, each of which is fully self-explanatory.

Respectfully submitted,

H. E. CHUBBUCK,  
GENERAL MANAGER





Exhibit A

IMPROVEMENT EXPENDITURES OF ILLINOIS TRACTION COMPANY, 1909

	DANVILLE STREET RAILWAY AND LIGHT COMPANY.	URBANA LIGHT, HEAT AND POWER COMPANY	URBANA AND CHAMPAIGN RAILWAY, GAS AND ELECTRIC COMPANY.	DECATUR RAILWAY AND LIGHT COMPANY.	BLOOMINGTON AND NORMAL RAILWAY AND LIGHT COMPANY.	PEORIA RAILWAY COMPANY.	JACKSONVILLE RAILWAY AND LIGHT COMPANY.	MADISON COUNTY LIGHT AND POWER COMPANY.	CITIZENS RAILWAY COMPANY OF VENICE.	DES MOINES ELECTRIC COMPANY.	MISCELLANEOUS.	Total.
1. Organization and Attorney Fees.....				\$ 50.00	\$ 3,400.00			\$ 46.70				\$ 3,496.70
2. Engineering and Superintendence.....	\$ 1,248.13	\$ 78.87	\$ 767.97	882.82	862.07	\$ 547.96	\$ 168.82	238.00	\$ 427.23	\$ 11,071.53		16,293.40
3. Real Estate.....	1,346.98		3,101.00					100.00				4,547.98
4. Buildings and Fixtures.....	7,362.32	764.00	2,676.59	6,206.40	334.58		80.00	416.80	9,900.08	55,005.76		82,746.53
5. Office Furniture and Fixtures.....										548.00	1,960.03	2,508.03
6. Right of Way.....						90.00	126.80					3,313.53
7. Track and Roadway.....	10,088.95		15,111.01	11,227.95	34,508.57	14,351.62	3,710.52		13,248.00			102,246.62
8. Bridges and Culverts.....												
9. Overhead Lines.....	1,169.09		2,046.40	587.01	2,668.11	8,248.92		118.06	9,983.07			24,820.66
10. Cars and Equipment.....	18,272.67		13,814.57	8,112.62	10,397.51	33,572.19	3,249.29		442.96		77,017.75	164,879.56
11. Tools and Machinery.....												
12. Miscellaneous Equipment.....												
13. Steam Plant.....		250.00		3,834.75	6,814.03	814.45	2,532.09	1,000.00		35,957.18		49,073.60
14. Electric Plant.....				127.50	544.42		880.55	4,017.98		33,455.86		39,026.31
15. Substations.....					13,968.61							13,968.61
16. Electric Distribution System.....	12,754.34	7,600.77	5,705.72	13,834.80	13,564.75		1,981.36	18,470.26		100,131.48		174,043.48
17. Steam Heat Distribution System.....	18,764.32		509.41	1,236.19	1,113.76							21,623.68
18. Gas Distribution System.....	38,171.88		20,486.07	21,488.49			3,332.46					83,478.90
19. Gas Manufacturing Apparatus.....	22,731.24		11,268.20	22,619.55			1,129.99					57,748.98
20. Miscellaneous.....											2,433.16	2,433.16
TOTALS.....	\$131,909.92	\$ 8,193.64	\$ 78,583.67	\$ 90,208.08	\$ 88,176.41	\$ 55,996.24	\$ 17,191.88	\$ 24,407.80	\$ 34,001.34	\$236,169.81	\$81,410.94	\$846,249.73

NOTE:—Black faced figures represent excess of receipts over expenditures.  
Most of the improvements of the above companies have been made by the Illinois Traction Company itself, but in a few cases Improvement Bonds of these Companies have been withdrawn to pay a portion of the expenditures.



Exhibit A—Continued

IMPROVEMENT EXPENDITURES OF ILLINOIS TRACTION COMPANY, 1909

	DANVILLE, URBANA AND CHAMPAIGN RAILWAY COMPANY.	St. Louis, Decatur and Champaign Railway Company.	ILLINOIS CENTRAL TRACTION COMPANY.	CHICAGO, BLOOMINGTON AND DECATUR RAILWAY COMPANY.	PEORIA, BLOOMINGTON AND CHAMPAIGN TRACTION COMPANY.	SPRINGFIELD AND NORTH-EASTERN TRAC-TION COMPANY.	St. Louis and Spring-field Railway Com-pany.	St. Louis and North-eastern Railway Company.	St. Louis and Stau-ton Railway Com-pany.	Tri-City Traction Company.	MISCELLANEOUS COM-PANIES.	TOTAL.
301. Engineering and Superintendence.....	\$ 425.60	\$ 506.45	\$ 1,899.45	\$ 273.98	\$ 3,240.29	\$ 565.95	\$ 487.63	\$ 200.64	\$ 44.28	\$ 1,972.90	\$ 1,990.67	\$ 11,607.84
302. Right of Way.....	2,509.38	1,504.37	45,407.21	165.07	580.72	850.00	12,580.83	236.70	73.50	9,538.64	50,458.99	123,905.41
303. Other Lands used in Electric Railway Operations.....	2,600.00	500.00	651.00		400.00	1,006.00	1,353.80	3,300.00		1,000.00		10,810.80
304. Grading.....	695.78	209.27	3,525.67	58.70	125.34	29.76	126.07			5,469.31	8,501.60	18,741.50
305. Ballast.....	2.37	21.37	2,496.76	26.56	660.88		1,565.88			7,348.61	576.12	21,461.20
306. Ties.....	4,865.93	<b>10,641.83</b>	12,951.56	1,854.83	548.70	353.48	1,808.19	257.70	93.90	11,931.15	8,943.92	32,614.05
307. Rails, Rail Fastenings and Joints.....	<b>781.78</b>	1,419.37	18,292.71	589.67	1,115.37					15,539.10	10,290.18	46,464.62
308. Special Work.....	570.08	514.75	360.89	21.68	451.42	275.00	50.75	2,128.56	7.40	2,349.57	325.68	4,927.22
310. Paving.....	1,355.77	6.77		14.67	2,299.37		3,689.62	2,685.58	226.24	188.07		9,909.07
311. Track Laying and Surfacing.....	490.65	1,204.17	2,566.07	376.96	2,928.13	.38	1,676.70			5,690.93	59.01	17,678.20
312. Roadway Tools.....	28.30		43.63							235.24		307.55
315. Bridges, Trestles and Culverts.....			2,383.31		686.94			71.63	217.54	15.13	7,781.67	11,156.22
316. Crossings, Fences, Cattle Guards and Signs.....	712.60	164.87	1,431.96	29.50	3,771.13	47.50	134.61		150.25	196.31	5,851.79	12,490.52
317. Interlocking and Other Signal Apparatus.....	969.63	15.10	17.68	18.55								1,020.96
318. Telegraph and Telephone Lines.....	2,721.91	3,759.15	22.75	45.19	1,728.17	2,712.52	5,396.88		13.24	198.89	381.10	16,979.80
319. Poles and Fixtures.....	476.08	381.60	224.89	475.62	76.79	298.09	370.09		2.28	5,765.85	2,254.38	10,325.67
321. Transmission System.....	.26		192.26	1,301.44	177.03	4,800.39	<b>7,121.50</b>	.75	1,307.48	4,015.03		4,673.14
322. Distribution System.....	622.33	627.92	382.82	1,984.22	32,849.07	28,197.75	7,727.75		53.23	7,644.32	3,556.08	76,690.49
323. Dams, Canals and Pipe Lines.....					9.49		1.37					10.86
325. Substation Buildings.....		2.24	4.80	4,922.87	7,937.07	4,491.21	494.14					17,852.33
326. General Office Buildings.....					1.48							1.48
327. Shops and Car Houses.....		30,958.53	18.87	282.04						221.18		31,480.62
328. Stations, Waiting Rooms and Miscellaneous Buildings.....	277.64	68.14	17,124.82	2,653.57	964.92	39.09	6.72					21,134.90
330. Power Plant Equipment.....			18,772.93		224,649.03	12,702.64	12,236.74			165.00		243,586.96
331. Substation Equipment.....			8,165.23	12,807.65	14,793.03	11.06						60,705.29
332. Shop Equipment.....	34.20	19,669.73			3.04							19,718.03
335. Cars.....	23,700.40	521.16	5,327.24	96.52	28,259.43	<b>454.67</b>	1,145.19	2,622.09	1,913.18			63,130.54
337. Electric Equipment of Cars.....					<b>5,730.87</b>							<b>5,730.87</b>
338. Other Railway Equipment.....		38.51			<b>11.70</b>							<b>11.70</b>
339. Miscellaneous Equipment.....	257.00		5,306.59		5,621.63	1,907.32	292.15	471.50	540.00	454.48	268.10	15,118.77
340. Law Expense.....			4,033.33				35.00					4,033.33
341. Interest.....		20.00		112.50	1,162.50					29.10		1,359.10
342. Injuries and Damages.....			44.59							288.62		450.04
343. Taxes.....	116.83				<b>55.85</b>	13.05	22.50	25.00		356.19	5,934.34	8,454.83
344. Miscellaneous.....	186.62	317.20	1,720.88	<b>65.10</b>								
TOTALS.....	\$ 42,837.32	\$ 51,789.10	\$153,369.90	\$ 28,046.69	\$329,242.55	\$ 57,846.52	\$ 37,126.11	\$ 20,409.32	\$ 4,642.52	\$ 80,613.62	\$107,173.63	\$913,097.28

NOTE:—Black faced figures represent excess of receipts over expenditures.  
Most of the improvements of the above companies have been made by the Illinois Traction Company itself, but in a few cases Improvement Bonds of these companies have been withdrawn to pay a portion of the ex-penditures.





Exhibit B

EARNINGS AND EXPENSES

ILLINOIS TRACTION COMPANY.

COMPARATIVE STATEMENTS.

GROSS EARNINGS:	1909.	1908.	Increase.
Interurban.....	\$1,980,778.60	\$1,847,380.99	\$133,397.61
Local Street Railway.....	1,371,118.88	1,283,891.66	87,227.22
Gas.....	293 072.28	277,084.97	15,987.31
Electric Light and Power.....	961 114.96	872,394.25	88,720.71
Steam Heating.....	138,486.23	134,285.57	4,200.66
Miscellaneous.....	7,511.41	14.06	7,497.35
TOTAL GROSS EARNINGS.....	\$4,752,082.36	\$4,415,051.50	\$337,030.86
Operating Expenses.....	2,585,042.96	2,423,757.26	161,285.70
†General and Overhead Expenses.....	43,150.48	.....	43,150.48
Taxes.....	120,875.90	99,021.26	21,854.64
TOTAL OPERATING EXPENSES.....	\$2,749,069.34	\$2,522,778.52	\$226,290.82
NET EARNINGS.....	\$2,003,013.02	\$1,892,272.98	\$110,740.04
Percentage of Operating Expenses of 1909.....	.....	.....	57.85
Percentage of Net Increase on Gross Increase.....	.....	.....	32.86
NET EARNINGS, 1909.....	.....	.....	\$2,003,013.02
Less Net Earnings of Des Moines Electric Company prior to purchase ...	.....	.....	75,74 .40
TOTAL NET REVENUE OF ILLINOIS TRACTION COMPANY, 1909.....	.....	.....	\$1,927,263.62

GROSS EARNINGS:	1909.	1908	1907
Interurban.....	\$1,980,778.60	\$1,847,380.99	\$1,610,257.29
Local Street Railway.....	1,371,118.88	1,283,891.66	1,226,590.63
Gas.....	293 072.28	277,084.97	259,572.31
Electric Light and Power.....	961,114.96	872,394.25	819,426.82
Steam Heating.....	138,486.23	134,285.57	127,452.69
Miscellaneous.....	7,511.41	14.06	13,281.83
TOTAL GROSS EARNINGS.....	\$4,752,082.36	\$4,415,051.50	\$4,056,581.57
Operating Expenses.....	2 585,042.96	2,423,757.26	2,217,286.98
†General and Overhead Expenses.....	43,150.48	.....	.....
Taxes.....	120,875.90	99,021.26	78,951.90
TOTAL OPERATING EXPENSES.....	\$2,749,069.34	\$2,522,778.52	\$2,296,238.88
NET EARNINGS.....	2,003,013.02	\$1,892,272.98	1,760,342.69
Percentage of Operating Expenses.....	57.85	57.14	56.61
Less net earnings of Des Moines prop-erty prior to purchase. ....	75,749.40	147,776.21	109,643.09
TOTAL NET REVENUE OF ILLINOIS TRACTION COMPANY.....	\$1,927,263.62	\$1,744,496.77	\$1,650,699.60

†Amounts of General Expense included in Operating Expense Totals for years prior to 1909.





# Exhibit C

## STATEMENT OF PROPERTIES

CONTROLLED BY  
ILLINOIS TRACTION COMPANY

DECEMBER 31, 1909.

### RECEIPTS AND EXPENDITURES

#### EARNINGS:

Interurban Lines.....	\$ 1,980,778.60
City Lines.....	1,371,118.88
Gas.....	293,072.28
Electric.....	793,667.16
Heat.....	138,486.23
Miscellaneous.....	7,511.41
TOTAL GROSS EARNINGS.....	\$ 4,584,634.56
TOTAL OPERATING EXPENSES, INCLUDING TAXES.....	2,657,370.94
NET EARNINGS FROM OPERATION.....	\$ 1,927,263.62
Interest on Bonds, etc.....	1,258,050.46
Available for Dividends.....	669,213.16
Dividends on Preferred Stock.....	259,146.00
SURPLUS INCOME.....	\$ 410,067.16

### ASSETS AND LIABILITIES

DECEMBER 31, 1909

#### ASSETS

Stocks of Subsidiary Companies.....	\$11,268,766.67
Advances made to Subsidiary Companies, Rolling Stock and other Investments.....	2,522,096.44
Due by Subsidiary Companies (Balance Revenues).....	210,625.82
Accounts and Notes Receivable.....	326,920.09
Stores on Hand.....	127,768.39
Cash in Bank.....	5,945.68
	\$14,462,123.09

#### LIABILITIES

Capital Stock—Preferred.....	\$4,552,600.00
Capital Stock—Common.....	7,594,500.00
Accounts and Notes Payable.....	608,801.72
Accrued Interest on Bonds, etc, not yet due.....	245,793.60
Surplus, 1908.....	\$1,399,875.61
Less Discount on Bonds.....	149,515.00
	\$1,250,360.61
Net Profit, 1909.....	410,067.16
	\$1,660,427.77
Appropriated for Depreciation, etc.....	200,000.00
	\$1,460,427.77
	\$14,462,123.09

Audited and Verified:

P. S. ROSS & SONS,  
Chartered Accountants.

Certified Correct:

B. E. BRAMBLE, General Auditor.



# Exhibit D

## INDEBTEDNESS OF PROPERTIES

### CONTROLLED BY ILLINOIS TRACTION COMPANY

DECEMBER 31, 1909

BONDS	INTEREST	
	OUTSTANDING	RATE
†Bloomington & Normal Railway, Electric & Heating Company..\$	600,000.00	5%
Bloomington & Normal Railway & Light Company.....	739,000.00	5%
Central Railway Company.....	570,000.00	5%
Chicago, Bloomington & Decatur Railway Company.....	1,188,000.00	5%
Citizens Railway Company of Venice .....	400,000.00	5%
Danville Consumers Coal Company.....	29,000.00	5%
Danville & Eastern Illinois Railway Company.....	198,000.00	5%
Danville & Northern Railroad Company.....	17,000.00	5%
Danville Street Railway & Light Company.....	694,000.00	5%
Danville Street Railway & Light Company, Debentures.....	369,000.00	5%
Danville, Urbana & Champaign Railway Company, First Mort- gage.....	1,802,000.00	5%
Danville, Urbana & Champaign Railway Company, Second Mortgage.....	450,000.00	6%
Decatur Gas & Electric Company, First Mortgage.....	300,000.00	5%
Decatur Gas & Electric Company, Second Mortgage.....	90,000.00	5%
†Decatur Railway & Light Company, Consolidated.....	698,000.00	5%
Decatur Railway & Light Company, General Mortgage.....	177,000.00	5%
Decatur Traction & Electric Company.....	212,000.00	5%
Des Moines Electric Company.....	1,250,000.00	5%
Des Moines Railway & Light Company.....	837,313.57	5%
†Illinois Central Traction Company.....	1,469,000.00	5%
Illinois Central Traction Company, General Mortgage.....	175,000.00	5%
Illinois Western Railway Company.....	113,000.00	5%
Jacksonville Gas, Light & Coke Company.....	175,000.00	5%
Jacksonville Railway Company.....	34,000.00	6%
Jacksonville Railway & Light Company, Consolidated.....	430,000.00	5%
Madison County Light & Power Company.....	398,000.00	5%
Peoria, Bloomington & Champaign Traction Company.....	2,000,000.00	5%
Peoria, Lincoln & Springfield Traction Company.....	900,000.00	5%
Peoria Railway Company.....	2,249,000.00	5%
Peoria Railway Company, General Mortgage.....	500,000.00	5%
Springfield & Northeastern Traction Company.....	800,000.00	5%
St. Louis, Decatur & Champaign Railway Company.....	1,493,000.00	5%
†St. Louis & Springfield Railway Company, First Mortgage.....	480,000.00	5%
St. Louis, Springfield & Peoria Railroad, First Mortgage.....	1,846,000.00	5%
St. Louis, Springfield & Peoria Railroad, General Mortgage.....	391,000.00	5%
Urbana & Champaign Railway, Gas & Electric Company, Con- solidated.....	330,000.00	5%
Urbana & Champaign Railway, Gas & Electric Company, First Mortgage.....	170,000.00	5%
Urbana & Champaign Railway, Gas & Electric Company, Deben- tures.....	270,000.00	5%
Urbana Light, Heat & Power Company, Consolidated.....	72,000.00	5%
Urbana Light, Heat & Power Company, First Mortgage.....	41,500.00	5%
	<hr/>	
	\$24 956,813.57	
PREFERRED STOCK—		
St. Louis, Springfield & Peoria Railroad .....	\$ 1,625,000.00	5%
	<hr/>	
	\$26,581,813.57	

### PROPERTIES UNDER CONSTRUCTION\*

Danville & Southeastern Railway Company .....	\$	60,000.00	5%
Springfield Belt Railway Company.....		300,000.00	5%
St. Louis Electric Bridge Company.....		1,981,000.00	5%
St. Louis Electric Terminal Railway Company.....		1,410,000.00	5%
Terminal Power Company .....		85,000.00	5%
		<hr/>	
	\$	3,836,000.00	

\*Amount of bonds outstanding December 31, 1909. Further bonds to be withdrawn from time to time as construction progresses. Interest on these bonds does not become a charge against revenue until properties are in operation.

†A few bonds retired by this company are held by the Trustees under their Trust Agreements.

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263

# ILLINOIS TRACTION COMPANY

## Annual Report

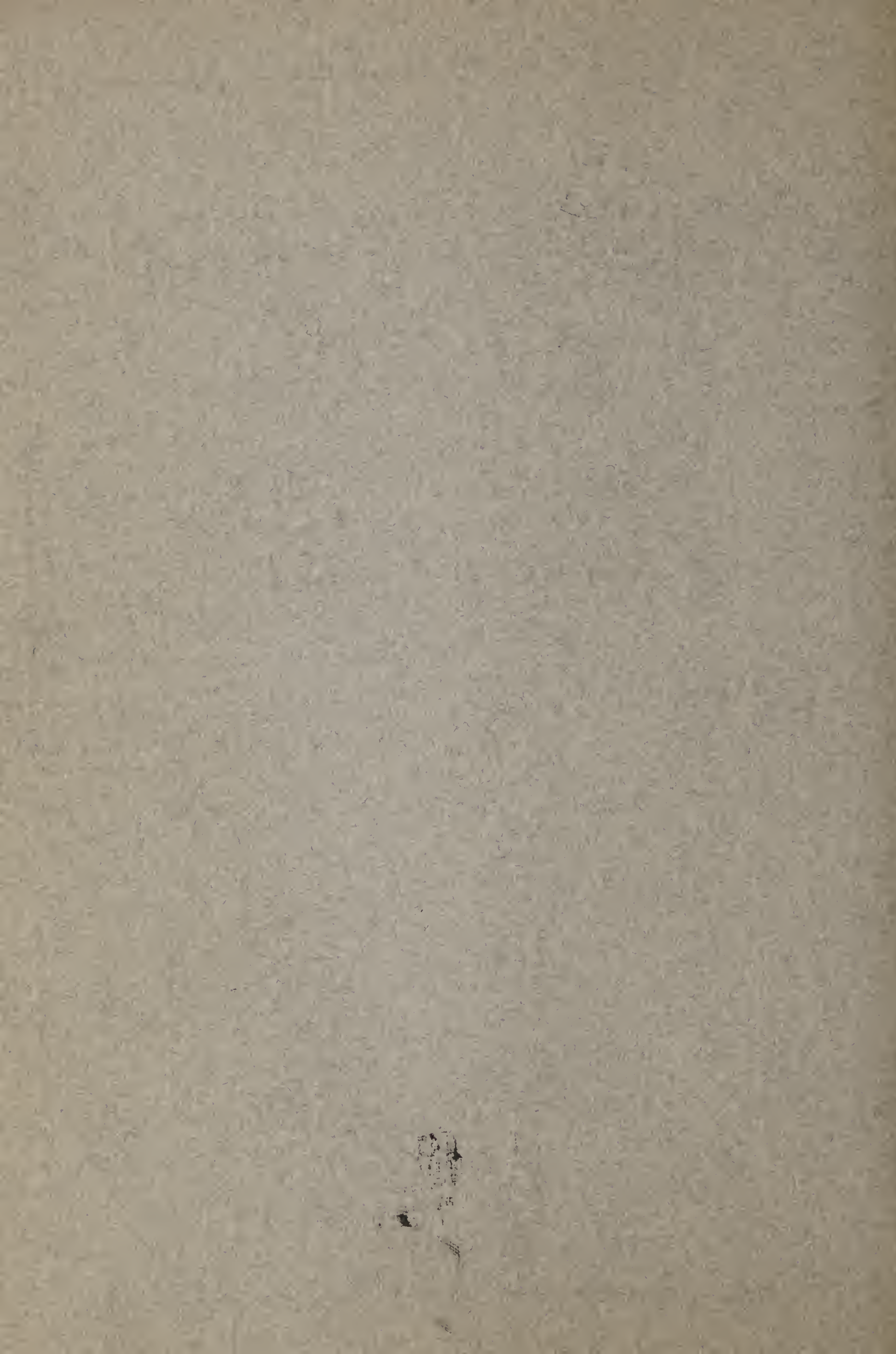
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1910







THE  
ILLINOIS TRACTION COMPANY

*Seventh Annual Report of the  
Management to the  
Directors*

THE LIBRARY OF THE  
JUL 12 1932  
UNIVERSITY OF ILLINOIS

January first, nineteen hundred eleven



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*Table of Contents*

---

MAP ..... 2

OFFICERS OF THE ILLINOIS TRACTION SYSTEM.....3-4

STATEMENT OF PROPERTIES..... 5

REPORT OF THE MANAGEMENT .....6-8

    Exhibit A—Statements, Receipts and Expenditures, Assets and  
        Liabilities ..... 9

    Exhibit B—Statement of Earnings and Expenses .....10

    Exhibit C—Statement of Bonded Indebtedness .....11

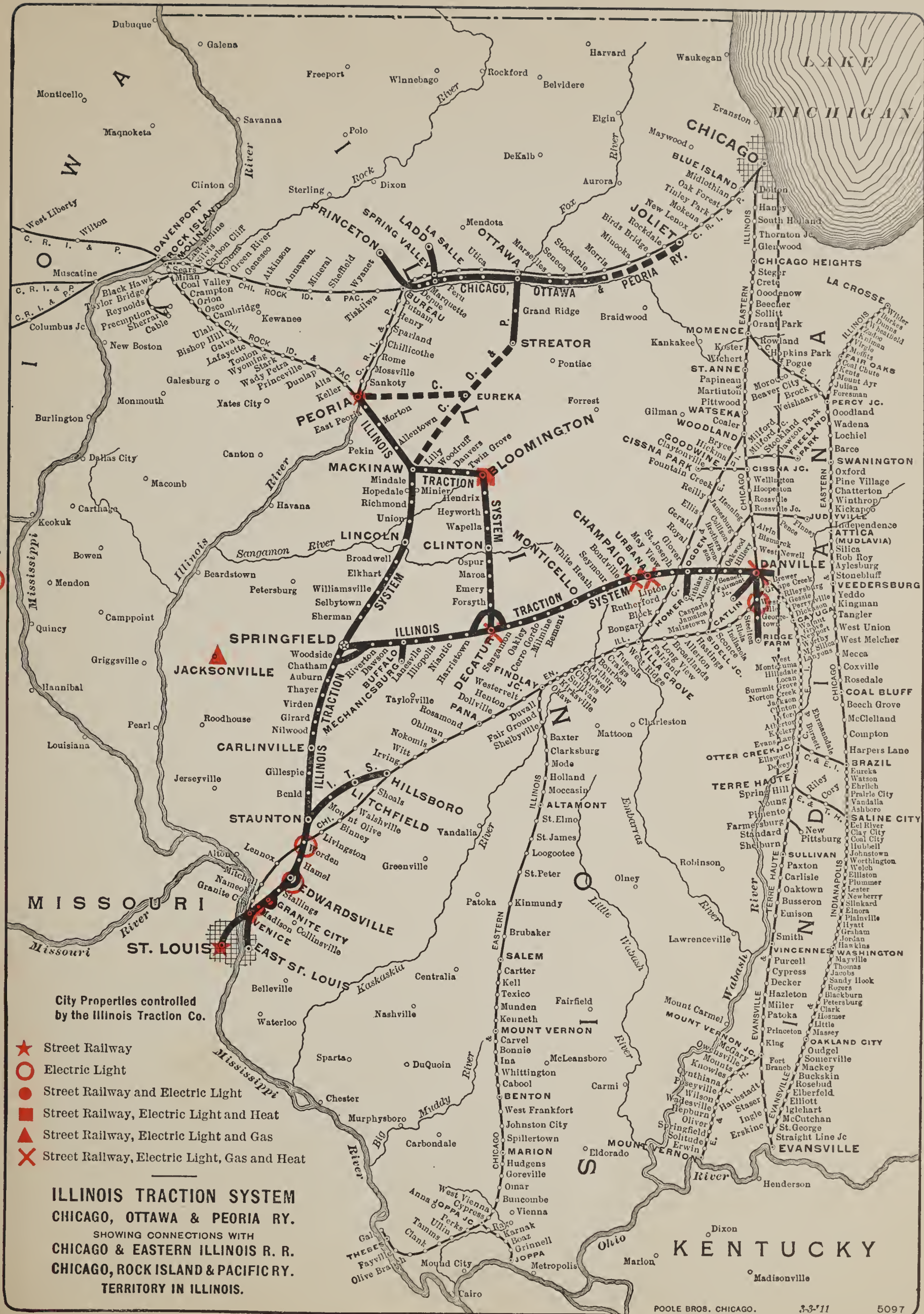
    Exhibit D—Table of Improvement Expenditures..... 12-13





ES MOINES (WA)

TOPKA (KANAS)







## *Officers of Illinois Traction System* *1910*

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### *Directors*

HON. WM. B. MCKINLEY.....President.  
GEO. M. MATTIS.....Vice-President and Treasurer  
T. B. MACAULAY.....Secretary  
S. H. EWING.....Director  
J. R. DOUGALL.....Director  
ABNER KINGMAN.....Director  
EDWARD WOODMAN.....Director

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### *General Officers*

President.....HON. WM. B. MCKINLEY, Champaign, Ill.  
Vice-President Executive and General Manager.....H. E. CHUBBUCK, Peoria, Ill.  
Vice-President and Treasurer.....GEO. M. MATTIS, Champaign, Ill.  
Secretary.....T. B. MACAULAY, Montreal



### *Sundry Officers Illinois Traction System*

Chartered Accountants and Supervisory Auditors...P. S. ROSS & SONS, Montreal  
Record and Claim Attorney.....GEO. W. BURTON, Peoria, Ill.  
Comptroller.....JNO. M. C. HORN, Champaign, Ill.  
General Auditor.....B. E. BRAMBLE, Champaign, Ill.  
Electrical and Mechanical Engineer.....H. C. PATTERSON, Decatur, Ill.  
Gas Engineer.....F. W. BEDARD, Peoria, Ill.  
Purchasing Agent.....W. H. BURKE, Decatur, Ill.  
Acting Land Commissioner.....C. E. ANDERSON, Peoria, Ill.

---

### *Officers Interurban Railway Department*

General Superintendent.....C. F. HANDSHY, Springfield, Ill.  
Traffic Manager.....G. W. QUACKENBUSH, Springfield, Ill.  
Engineer Maintenance of Way.....L. B. MARTIN, Decatur, Ill.  
Superintendent Bridges and Buildings.....E. M. HAAS, Decatur, Ill.  
Engineer Motive Power and Equipment.....J. M. BOSENBURY, Peoria, Ill.

---

### *General Superintendents of Properties*

M. G. LINN.....Bloomington, Ill.  
H. J. PEPPER.....Champaign, Ill.  
J. E. JOHNSON.....Danville, Ill.  
M. L. HARRY.....Decatur, Ill.  
J. P. DOAN.....Jacksonville, Ill.  
E. D. BELL.....Madison County, Ill.  
R. W. BAILEY.....Peoria, Ill.  
JOHN A. GLOVER.....Urbana, Ill.  
P. B. SAWYER.....Des Moines, Ia.  
A. M. PATTEN.....Topeka, Kan.  
A. H. PURDY.....Topeka, Kan.





## *Principal Component Properties*

### *Illinois Traction System*

---

BLOOMINGTON, DECATUR & CHAMPAIGN RAILROAD,  
 BLOOMINGTON & NORMAL RAILWAY & LIGHT COMPANY,  
 DANVILLE & EASTERN ILLINOIS RAILWAY COMPANY,  
 DANVILLE & NORTHERN RAILROAD COMPANY,  
 DANVILLE & SOUTHEASTERN RAILWAY COMPANY,  
 DANVILLE STREET RAILWAY & LIGHT COMPANY,  
 DANVILLE, URBANA & CHAMPAIGN RAILWAY COMPANY,  
 DECATUR RAILWAY & LIGHT COMPANY,  
 DES MOINES ELECTRIC COMPANY,  
 ILLINOIS CENTRAL TRACTION COMPANY,  
 JACKSONVILLE RAILWAY & LIGHT COMPANY,  
 MADISON COUNTY LIGHT & POWER COMPANY,  
 PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION COMPANY,  
 PEORIA, LINCOLN & SPRINGFIELD TRACTION COMPANY,  
 PEORIA RAILWAY COMPANY,  
 SPRINGFIELD & NORTHEASTERN TRACTION COMPANY,  
 ST. LOUIS ELECTRIC BRIDGE COMPANY,  
 ST. LOUIS ELECTRIC TERMINAL RAILWAY COMPANY,  
 ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD,  
 TERMINAL POWER COMPANY,  
 TOPEKA EDISON COMPANY,  
 TOPEKA RAILWAY COMPANY,  
 URBANA & CHAMPAIGN RAILWAY, GAS & ELECTRIC COMPANY,  
 URBANA LIGHT, HEAT & POWER COMPANY.

---

### *Resume' of Service, Exclusive of Interurban, in Various Cities*

#### *Street Railway*

BLOOMINGTON,  
 CHAMPAIGN AND URBANA,  
 DANVILLE,  
 DECATUR,  
 JACKSONVILLE,  
 PEORIA,  
 ST. LOUIS, GRANITE CITY,  
 MADISON AND VENICE,  
 TOPEKA.

#### *Electric Lighting and Power*

BLOOMINGTON,  
 CHAMPAIGN,  
 DANVILLE AND WESTVILLE,  
 DECATUR,  
 DES MOINES,  
 EDWARDSVILLE,  
 GRANITE CITY, MADISON  
 AND VENICE,  
 JACKSONVILLE,  
 TOPEKA,  
 URBANA.

#### *Gas*

CHAMPAIGN AND URBANA,  
 DANVILLE,  
 DECATUR,  
 JACKSONVILLE.

#### *Heating*

BLOOMINGTON,  
 CHAMPAIGN,  
 DANVILLE,  
 DECATUR,  
 TOPEKA,  
 URBANA.



## *Illinois Traction Company*

TO THE PRESIDENT AND DIRECTORS OF THE  
ILLINOIS TRACTION COMPANY:

THE year 1910 marks in the history of the Illinois Traction Company the completion of its most important undertakings which have been under construction during the past three years. On November 10, the magnificent bridge across the Mississippi River at St. Louis was thrown open to the public. The terminal facilities in St. Louis were sufficiently completed to allow the operation of the interurban cars directly into the heart of the city, and local service between St. Louis and the Tri-Cities over the bridge was established.

The Granite City, the Edwardsville, the Springfield and the Decatur Belts have been either completed in whole or so far advanced that very little work is left to be done in 1911. These Belt Lines will enable the transportation of heavy through-freight to and from the extensive freight terminals in St. Louis for which provision has been made; something which has not been attempted on the same scale by any other electrically-operated railroad, and which will result, it is anticipated, in a heavy increase in the volume and ratio of freight traffic with a corresponding increase in the company's revenue.

In the latter part of the year there was delivered to the Company a large amount of new equipment for passenger and freight service. The benefit derived from changing the lines from Peoria to Bloomington and from Mackinaw Junction to Springfield from alternating to direct current propulsion was marked, and justified this change in the operation of the property.

Extensive betterments have been made in buildings—new substations, new depots and additional freight facilities having been provided. The Terminal Power Station at Venice—typical of the most advanced power plant construction—has been completed.

Improvements and additions to the Decatur Shops have been completed and six advanced type locomotives of our own design have been built in these shops. We are now prepared to make repairs—heavy as well as light—and to construct a limited number of the different kinds of cars which are used by us.

Referring to the report of 1909, the establishment of the Western Illinois Accident Association has been effective in protecting the operating accounts, as the serious collision near Staunton found the accident fund with eighty-six thousand dollars in cash available. The Association will take care of this accident in addition to the minor claims upon it without resorting to the necessity of making



any direct charge against operating, so that it is not anticipated that operating accounts will be directly affected by the accident. The membership of the Western Illinois Accident Association comprises the operating companies which are controlled by the Illinois Traction Company, and also the operating companies which are controlled by the Western Railways and Light Company, which is a corporation under the laws of the State of Maine, controlling street and inter-urban railway, electric and gas properties in the State of Illinois. These companies contribute each month a percentage of their respective gross earnings to a general fund from which disbursements are made within the limitations prescribed by the Association contract. The contributions to the fund are charged against the operating accounts of the participating companies.

In the last quarter of the year an improved program of signal protection was developed and contracts were entered into with The Union Switch and Signal Company for automatic block signals of most modern development and design; and with the Blake Signal Company for the rebuilding of the signals previously in operation and the purchase of a large number of new ones. This signal work was well started at the close of the year.

New contracts have been entered into with the trainmen, effective December 1st, for a period of three years covering both the interurban lines and the St. Louis Electric Terminal service between St. Louis and the Tri Cities. These contracts insure a continuation of the pleasant relations existing between the employes of the interurban lines and the management.

On April 1st, the miners in Illinois went on a strike and the production of coal was discontinued. This greatly increased the cost of generating electricity, and there has been expended in fuel for the combined plants of the Illinois Traction System for the year 1910, \$173,294.74 more than for the same period of the previous year. Fortunately, the increased income has been so marked that this amount has been absorbed without seriously interfering with the general results.

The Traffic Department has been reorganized and many changes have been made in the personnel. Good returns in increased tonnage are resulting from this reorganization.

Sleeping car service established last April between Peoria and St. Louis has been successfully and profitably operated. Two more of these specially-designed sleepers have been ordered, but will not be completed and delivered before the close of the year.

This year has seen the building and completion by Farmers' Elevator Associations of eight elevators located on the right-of-way of the Illinois Traction Lines. This is the nucleus of what will be in the future an extensive grain freight business.





Important and extensive improvements and additions have been made on the local utilities in the electric light, street railway, gas and steam heating departments, which will allow the gross incomes to be largely increased without heavy capital expenditures in the year 1911.

To the public utilities controlled by the Illinois Traction Company have been added during the past year those of the Topeka Railway and The Topeka Edison Companies operating the street railway and heating and lighting systems respectively in the City of Topeka, Kansas, which is a city of 43,684 inhabitants, by the Federal Census of 1910, and the Capital of the State of Kansas. The Topeka Railway Company operates 30 modernly-equipped cars, about half of the same being of double truck "Pay-As-You-Enter" type. The property comprises about 30 miles of track with strictly modern car houses and shops. The shops are equipped to do all necessary repair work, and in addition can and do make all special work. The Topeka Edison Company does the lighting and steam heating business of the city. Its brick and steel constructed power house and distributing system is of the most advanced type. The installation of a storage battery which takes the fluctuations due to street car load is but one of the economies affecting the low cost of operation of this plant. Both The Topeka Railway and The Topeka Edison Company operate under very favorable franchises. These properties have fully justified their acquisition.

Respectfully submitted,

H. E. CHUBBUCK,  
Vice President Executive.



# Exhibit A

## STATEMENT OF PROPERTIES

CONTROLLED BY  
ILLINOIS TRACTION COMPANY

DECEMBER 31, 1910

### RECEIPTS AND EXPENDITURES

EARNINGS:	
Interurban Lines.....	\$ 2,304,944.94
City Lines.....	1,966,316.94
Gas.....	357,315.03
Electric.....	1,287,470.67
Heat.....	164,062.59
Miscellaneous.....	26,140.13
TOTAL GROSS EARNINGS.....	\$ 6,106,250.30
TOTAL OPERATING EXPENSES, INCLUDING TAXES .....	3,608,023.38
NET EARNINGS FROM OPERATING.....	\$ 2,498,226.92
Interest on Bonds, etc.....	1,536,687.31
Available for Dividends.....	\$ 961,539.61
Dividend on Preferred Stock.....	273,286.00
SURPLUS INCOME.....	\$ 688,253.61

### ASSETS AND LIABILITIES

DECEMBER 31, 1910

ASSETS	
Stocks of Subsidiary Companies.....	\$15,308,021.37
Advances made to Subsidiary Companies.....	1,541,560.82
Due by Subsidiary Companies.....	391,711.90
Accounts and Notes Receivable.....	332,290.39
Stores on Hand.....	232,819.93
Cash in Bank.....	208,711.78
	<u>\$18,015,116.19</u>
LIABILITIES	
Capital Stock—Preferred.....	\$ 5,304,600.00
Capital Stock—Common.....	9,964,800.00
Accounts and Notes Payable.....	716,925.84
Accrued Interest and Dividend on controlled Companies not yet due.....	264,370.58
Surplus, 1909 .....	\$1,460,427.77
Net Profit, 1910 .....	688,253.61
	<u>\$2,148,681.38</u>
APPROPRIATED FOR:	
Depreciation.....	\$300,000.00
Bond Discount of Controlled Com- panies.....	84,261.61
	<u>384,261.61</u>
	<u>1,764,419.77</u>
	<u>18,015,116.19</u>

AUDITED AND VERIFIED:  
P. S. ROSS & SONS,  
Chartered Accountants.

CERTIFIED CORRECT:  
B. E. BRAMBLE,  
General Auditor.





# Exhibit B

## EARNINGS AND EXPENSES.

### ILLINOIS TRACTION COMPANY.

#### COMPARATIVE STATEMENTS.

GROSS EARNINGS:	1910	1909	Increase
Interurban.....	\$2,304,944.94	\$1,980,778.60	\$ 324,166.34
Local Street Railway.....	2,027,206.11	1,754,892.94	272,313.17
Gas.....	357,315.03	293,072.28	64,242.75
Electric Light and Power.....	1,327,609.14	1,161,128.29	166,480.85
Steam Heating.....	174,822.16	166,000.14	8,822.02
Miscellaneous.....	26,140.13	7,511.41	18,628.72
<b>TOTAL GROSS EARNINGS.....</b>	<b>\$6,218,037.51</b>	<b>\$5,363,383.66</b>	<b>\$ 854,653.85</b>
Operating Expenses.....	\$3,441,100.14	\$2,874,340.05	\$ 566,760.09
General and Overhead Expense.....	58,595.67	43,150.48	15,445.19
Taxes.....	165,931.87	146,000.93	19,930.94
<b>TOTAL OPERATING EXPENSES.....</b>	<b>\$3,665,627.68</b>	<b>\$3,063,491.46</b>	<b>\$ 602,136.22</b>
<b>NET EARNINGS.....</b>	<b>\$2,552,409.83</b>	<b>\$2,299,892.20</b>	<b>\$ 252,517.63</b>
Percentage of Operating Expenses of 1910.....			58.95
Percentage of Net Increase on Gross Increase.....			29.54
<b>NET EARNINGS, 1910 AND 1909.....</b>	<b>\$2,552,409.83</b>	<b>\$2,299,892.20</b>	
Less Net Earnings of Des Moines and Topeka Properties prior to Purchase	54,182.91	372,628.58	
<b>TOTAL NET REVENUE OF ILLINOIS TRACTION COMPANY.....</b>	<b>\$2,498,226.92</b>	<b>\$1,927,263.62</b>	

GROSS EARNINGS:	1910	1909	1908
Interurban.....	\$2,304,944.94	\$1,980,778.60	\$1,847,380.99
Local Street Railway.....	2,027,206.11	1,754,892.94	1,626,797.53
Gas.....	357,315.03	293,072.28	277,084.97
Electric Light and Power.....	1,327,609.14	1,161,128.29	1,041,760.77
Steam Heating.....	174,822.16	166,000.14	158,387.27
Miscellaneous.....	26,140.13	7,511.41	14.06
<b>TOTAL GROSS EARNINGS.....</b>	<b>\$6,218,037.51</b>	<b>\$5,363,383.66</b>	<b>\$4,951,425.59</b>
Operating Expenses.....	\$3,441,100.14	\$2,874,340.05	\$2,683,197.86
*General and Overhead Expenses.....	58,595.67	43,150.48	.....
Taxes.....	165,931.87	146,000.93	122,140.34
<b>TOTAL OPERATING EXPENSE.....</b>	<b>\$3,665,627.68</b>	<b>\$3,063,491.46</b>	<b>\$2,805,338.20</b>
<b>NET EARNINGS.....</b>	<b>\$2,552,409.83</b>	<b>\$2,299,892.20</b>	<b>\$2,146,087.39</b>
Percentage of Operating Expenses...	58.95	57.12	56.66
Less Net Earnings of Des Moines and Topeka Properties prior to purchase	54,182.91	372,628.58	401,590.62
<b>TOTAL NET REVENUE OF ILLINOIS TRACTION COMPANY.....</b>	<b>\$2,498,226.92</b>	<b>\$1,927,263.62</b>	<b>\$1,744,496.77</b>

\*Amounts of General Expense included in Operating Expense Totals prior to 1909.

During the year ended December 31st, 1910, there was expended for maintenance, renewals and betterments, the sum of \$904,045.50, being 14.6% of gross earnings.



# Exhibit C

## INDEBTEDNESS OF PROPERTIES

### CONTROLLED BY ILLINOIS TRACTION COMPANY

DECEMBER 31, 1910.

BONDS	OUTSTANDING	INTEREST RATE	DUE DATE
Bloomington, Decatur & Champaign Railroad, First Refunding Mortgage.....	1,354,000.00	5%	1940
Bloomington, Decatur & Champaign Railroad, General Mortgage.....	914,000.00	5%	1940
*Bloomington & Normal Railway Electric & Heating Company.....	600,000.00	5%	1927
Bloomington & Normal Railway & Light Company.....	769,000.00	5%	1936
Central Railway Company of Peoria.....	570,000.00	5%	1915
Chicago, Bloomington & Decatur Railway Company.....	146,000.00	5%	1936
Danville Consumers Coal Company.....	27,000.00	5%	1924
Danville & Eastern Illinois Railway Company.....	50,000.00	5%	1927
Danville & Northern Railroad Company.....	17,000.00	5%	1914
Danville & Southeastern Railway Company.....	60,000.00	5%	1929
Danville Street Railway & Light Company.....	688,000.00	5%	1911-1925
Danville Street Railway & Light Company, Debentures.....	785,000.00	5% & 6%	1929 & 1930
Danville, Urbana & Champaign Railway Company, First Mortgage.....	1,847,000.00	5%	1923
Danville, Urbana & Champaign Railway Company.....	792,000.00	6%	1911-1930
Decatur Gas & Electric Company, First Mortgage.....	285,000.00	5%	1911-1929
Decatur Gas & Electric Company, Second Mortgage.....	90,000.00	5%	1930
*Decatur Railway & Light Company, First Consolidated Mortgage.....	713,000.00	5%	1933
Decatur Railway & Light Company, General Mortgage.....	509,000.00	5%	1933
Decatur Traction & Electric Company.....	212,000.00	5%	1921
Des Moines Electric Company.....	1,560,000.00	5%	1914-1938
Des Moines Railway & Light Company.....	838,000.00	5%	1935
*Illinois Central Traction Company, First Mortgage.....	1,469,000.00	5%	1933
Illinois Central Traction Company, Temporary General Mortgage.....	570,000.00	5% & 6%	1929 & 1931
Jacksonville Gas, Light & Coke Company.....	170,000.00	5%	1911-1931
Jacksonville Railway Company.....	34,000.00	6%	1912
Jacksonville Railway & Light Company, First Mortgage.....	491,000.00	5%	1931
Kansas Railway & Light Company.....	1,448,000.00	5%	1935
Madison County Light & Power Company.....	407,000.00	5%	1936
Peoria, Bloomington & Champaign Traction Company, First Mortgage.....	2,000,000.00	5%	1936
Peoria, Bloomington & Champaign Traction Company, Temporary General Mortgage....	485,000.00	5% & 6%	1929 & 1930
Peoria, Lincoln & Springfield Traction Company.....	900,000.00	5%	1938
Peoria Railway Company, First and Refunding Mortgage.....	2,214,000.00	5%	1911-1926
Peoria Railway Company, General Mortgage.....	543,000.00	5%	1926
Springfield & Northeastern Traction Company.....	800,000.00	5%	1936
St. Louis Electric Bridge Company.....	2,542,000.00	2% to 5%	1929
St. Louis Electric Terminal Railway Company.....	1,724,000.00	2% to 5%	1929
*St. Louis & Springfield Railway Company.....	461,000.00	5%	1933
St. Louis, Springfield & Peoria Railroad, First Mortgage.....	1,865,000.00	5%	1939
St. Louis, Springfield & Peoria Railroad, General Mortgage.....	1,038,000.00	5%	1929
Terminal Power Company.....	690,000.00	5%	1929
Topeka Edison Company.....	745,000.00	5%	1911-1930
Topeka Railway Company.....	1,105,000.00	5%	1911-1930
Urbana & Champaign Railway, Gas & Electric Company, First Mortgage.....	162,000.00	5%	1911-1917
Urbana & Champaign Railway, Gas & Electric Company, Consolidated Mortgage.....	338,000.00	5%	1929
Urbana & Champaign Railway, Gas & Electric Company, Debentures.....	470,000.00	5% & 6%	1929 & 1930
Urbana Light, Heat & Power Company, Consolidated Mortgage.....	72,000.00	5%	1918-1927
Urbana Light, Heat & Power Company, First Mortgage.....	38,500.00	5%	1911-1920
	<u>\$35,607,500.00</u>		

\*A few bonds retired by this Company are held by the Trustees in the Sinking Fund under their Trust Agreements.

#### PREFERRED STOCK—

	OUTSTANDING	DIVIDEND RATE
Bloomington, Decatur & Champaign Railroad—		
Series A.....	\$300,000.00	
Series B.....	225,000.00	5%
Bloomington & Normal Railway & Light Company.....	300,000.00	6%
St. Louis Electric Terminal Railway Company.....	1,000,000.00	5%
St. Louis, Springfield & Peoria Railroad—		
Series A.....	\$737,000.00	
Series B.....	888,000.00	5%
	<u>\$3,450,000.00</u>	

#### PROPERTIES UNDER CONSTRUCTION.

#### PREFERRED STOCK—

St. Louis, Springfield & Peoria Railroad—		
(Edwardsville Belt).....	\$215,000.00	
(Springfield Belt).....	435,000.00	5%
	<u>\$650,000.00</u>	





Exhibit D

IMPROVEMENT EXPENDITURES OF ILLINOIS TRACTION COMPANY, 1910

	DANVILLE STREET RAILWAY AND LIGHT COMPANY.	URBANA LIGHT, HEAT AND POWER COMPANY.	URBANA AND CHAMPAIGN RAILWAY, GAS AND ELECTRIC COMPANY.	DECATUR RAILWAY AND LIGHT COMPANY.	BLOOMINGTON AND NORMAL RAILWAY AND LIGHT COMPANY	PEORIA RAILWAY COMPANY.	JACKSONVILLE RAILWAY AND LIGHT COMPANY.	MADISON COUNTY LIGHT AND POWER COMPANY.	ST. LOUIS ELECTRIC TERMINAL RAILWAY COMPANY.	DES MOINES ELECTRIC COMPANY.	TOPEKA EDISON COMPANY.	TOPEKA RAILWAY COMPANY.	MISCELLANEOUS COMPANIES.	Total
1. Organization and Attorney Fees	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$ 860.69
2. Engineering & Superintendence.	1,106.05	98.47	1,442.75	2,096.75	1,455.10	400.55	202.63	154.76		4,961.86	827.53	911.48		13,657.93
3. Real Estate.....	4,427.61	3,200.60						180.23		12,503.00	10,182.50		353.71	30,847.65
4. Buildings and Fixtures .....	1,099.76		10,373.38	5,474.67	781.48	10,976.00			15.00	114,164.05	3,925.51	1,416.16		148,196.01
5. Office Furniture and Fixtures.....														
6. Right of Way.....			23.05			260.00								283.05
7. Track and Roadway.....	8,358.52		3,886.21	47,686.44	80,631.66	45,541.55	214.50		94.45			55,000.37		241,413.70
8. Bridges and Culverts.....						573.55						10,112.00		10,685.55
9. Overhead Lines.....	10.02		187.28	2,013.61	5,570.21	14,333.30	38.42					6,615.83		28,768.67
10. Cars and Equipment.....	120.00		320.18	19,674.67	45,661.66	1,939.96	3,853.77					17,062.35		88,392.59
11. Tools and Machinery.....					23.91				1.80			4,177.44		4,203.15
12. Miscellaneous Equipment.....														
13. Steam Plant.....	16,289.00		23,863.98	15,654.74	6,257.36		3,515.92	137.72		28,035.07	19,179.44			112,933.23
14. Electric Plant.....	48,691.71		23,228.87	36,905.36	10,784.15		503.47	1,729.56		29,819.19	17,145.12			168,807.43
15. Substations.....					1,268.26					20,527.84	25.62			21,770.48
16. Electric Distribution System...	12,979.99	8,490.03	15,287.89	19,347.10	19,447.32		10,163.14	16,326.35	249.52	100,283.33	20,677.29			223,251.96
17. Steam Heat Distribution System	424.03		41,493.50	14,605.78	1,998.27						26,762.50			85,284.08
18. Gas Distribution System.....	34,954.35		9,508.25	46,103.76			5,591.71							96,158.07
19. Gas Manufacturing Apparatus...	4,182.63		43,095.16	41,432.53										88,710.32
20. Miscellaneous.....													37,448.89	37,448.89
TOTAL.....	\$132,403.67	\$11,789.10	\$172,710.50	\$250,995.41	\$174,185.38	\$74,024.91	\$24,258.16	\$18,528.62	\$330.77	\$310,599.84	\$98,736.86	\$95,307.63	\$37,802.60	\$1,401,673.45

NOTE.—Black faced figures represent excess of receipts over expenditures.  
Many of the improvements on the above companies have been made by the Illinois Traction Company, but in some cases Improvement Bonds of these companies have been withdrawn to pay a portion of the expenditures.





Exhibit D—Continued

IMPROVEMENT EXPENDITURES OF ILLINOIS TRACTION COMPANY, 1910

	DANVILLE, URBANA & CHAMPAIGN RAILWAY COMPANY.	BLOOMINGTON, DECATUR & CHAM- PAIGN RAILROAD.	ILLINOIS CENTRAL TRACTION COMPANY.	PEORIA, BLOOMING- TON & CHAMPAIGN TRACTION COMPANY.	PEORIA, LINCOLN & SPRINGFIELD TRACTION COMPANY.	SPRINGFIELD & NORTH EASTERN TRACTION COMPANY.	ST. LOUIS, SPRING- FIELD & PEORIA RAILROAD.	DANVILLE & SOUTH EASTERN RAILWAY COMPANY.	MISCELLANEOUS COMPANIES.	Total.
301. Engineering and Superintendence.....	\$ 12.18	\$	\$ 2,784.62	\$ 54.25	\$ 11.93	\$ 14.31	\$ 739.54	\$ 526.97	\$ 135.25	\$ 4,279.05
302. Right of Way.....	472.01	11.92	63,214.38	.75	2,260.34	288.65	39,980.52			106,228.57
303. Other Lands used in Electric Railway Operation.....	10,600.00		75.41				1,200.00			11,875.41
304. Grading.....	567.99	1,927.09	56,956.41	3,152.20	254.12	154.21	7,806.88	2,555.76		73,374.66
305. Ballast.....	31.38	480.47	11,820.67	411.07	144.11	103.77	12,433.04	1,510.41		26,934.92
306. Ties.....	8,571.02	5,202.65	15,402.83	3,208.02	1,966.75	1,965.34	10,608.29			46,924.90
307. Rails, Rail Fastenings and Joints.....	209.96	4,046.95	18,013.46	2,946.24	2,577.13	1,287.41	14,980.01	6.00		44,067.16
308. Special Work.....	1,071.80	1,517.18	4,594.36	3,189.21	284.16	335.25	11,033.15			22,025.11
309. Underground Construction.....										
310. Paving.....	3,283.96	5,032.72	28.13	1,706.73		135.00	14,765.85			24,952.39
311. Track Laying and Surfacing.....	2,009.58	3,910.07	10,761.52	2,316.64	632.39	1,127.21	20,791.05	531.97		42,080.43
312. Roadway Tools.....		121.33	304.98			14.84	575.73		12.52	1,029.40
313. Tunnels.....										
314. Elevated Structures and Foundations.....										
315. Bridges, Trestles and Culverts.....	5,367.63	1.55	18,836.83	3,129.57			3,084.33	591.15		31,011.06
316. Crossings, Fences, Cattle Guards and Signs.....	223.87	983.58	27,828.41	845.37	310.10	558.75	1,638.77			32,388.85
317. Interlocking and Other Signal Apparatus.....	1,405.01	331.34	1,061.11	6,114.35	330.33	6,504.61	2,337.07		11,070.89	29,154.71
318. Telegraph and Telephone Lines.....	65.49	228.75		128.20			3,972.64			4,395.08
319. Poles and Fixtures.....	422.71	609.76	4,706.94	632.23	17.28	205.68	8,703.96		27.65	15,326.21
320. Underground Conduits.....										
321. Transmission System.....		3.00	22.10				489.81			464.71
322. Distribution System.....	904.37	1,937.99	10,614.94	853.49	507.53	304.48	61,436.48	292.65		76,851.93
323. Dams, Canals and Pipe Lines.....							66.27			66.27
324. Power Plant Buildings.....										
325. Substation Buildings.....	4,882.32	12.14	9,928.59			4,605.44				19,428.49
326. General Office Buildings.....										
327. Shops and Car Houses.....	8,794.61	5,729.06	100.81				17,399.76			23,229.63
328. Stations, Waiting Rooms and Miscellaneous Buildings.....		16,223.42	17,598.90	7,115.88	439.36	336.05	9,611.55		83.76	60,203.53
329. Docks and Wharves.....										
330. Power Plant Equipment.....	6,111.56	6,970.49	923.89	7,397.82			37.36			8,359.07
331. Substation Equipment.....		12,876.74	7,170.13	5,874.38	6,666.71	1,024.84	156.76			33,974.87
332. Shop Equipment.....										12,876.74
333. Park and Resort Property.....										
334. Cost of Road Purchased.....	14,397.57	43,651.36	11,318.71	48,280.57	53,454.55	61,067.55	133,111.97		13,265.23	378,547.51
335. Cars.....			16,026.78	954.75			59,106.71			76,088.24
336. Locomotives.....										
337. Electric Equipment of Cars.....										
338. Other Rail Equipment.....										
339. Miscellaneous Equipment.....			6,500.00				8,000.00		2,392.98	16,892.98
340. Law Expense.....			50.00	4,004.84		766.00	534.05			5,354.89
341. Interest.....			11,783.33					1,250.00		13,033.33
342. Injuries and Damages.....			6.00							6.00
343. Taxes.....	685.29	46					695.85			696.31
344. Miscellaneous.....		5,843.00	3,773.47	1,171.45	1,431.12	723.74	14,586.32	61.20	797.21	17,069.20
TOTAL.....	\$70,090.31	\$117,653.02	\$324,660.77	\$103,488.01	\$68,425.67	\$81,523.13	\$458,904.10	\$7,326.11	\$26,191.07	\$1,258,262.19

NOTE.—Black faced figures represent excess of receipts over expenditures.  
Many of the improvements on the above companies have been made by the Illinois Traction Company, but in some cases Improvement Bonds of these companies have been withdrawn to pay a portion of the expenditures.

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# ILLINOIS TRACTION COMPANY

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**Annual Report**  
**Nineteen Hundred Eleven**

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1911





OF THE  
UNIVERSITY OF ILLINOIS  
19 NOV 1932

The  
Illinois Traction Company

*Eighth Annual Report of the  
Directors to the  
Shareholders*

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January first, nineteen hundred twelve





388  
I 263  
V 8

Table of Contents

	PAGE
MAP.....	2
OFFICERS OF THE ILLINOIS TRACTION COMPANY.....	3
SUNDRY OFFICERS OF THE ILLINOIS TRACTION SYSTEM.....	4
STATEMENT OF PROPERTIES.....	5
REPORT OF THE DIRECTORS.....	6-8
Exhibit A—Statements, Receipts and Expenditures, Assets and Liabilities.....	9
Exhibit B—Statement of Earnings and Expenses.....	10
Exhibit C—Statement of Bonded Indebtedness.....	11
Exhibit D—Table of Improvement Expenditures.....	12-13



## *Officers of Illinois Traction Company* *1911*

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### *Directors*

HON. WM. B. MCKINLEY.....	President
GEO. M. MATTIS.....	Vice-President and Treasurer
T. B. MACAULAY.....	Secretary
S. H. EWING.....	Director
J. R. DOUGALL.....	Director
ABNER KINGMAN.....	Director
EDWARD WOODMAN.....	Director

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### *General Officers*

President.....	HON. WM. B. MCKINLEY, Champaign, Ill.
Vice-President Executive and General Manager.....	H. E. CHUBBUCK, Peoria, Ill.
Vice-President and Treasurer.....	GEO. M. MATTIS, Champaign, Ill.
Secretary.....	T. B. MACAULAY, Montreal





### *Sundry Officers Illinois Traction System*

Chartered Accountants and Supervisory Auditors.....P. S. ROSS & SONS, Montreal  
Record and Claim Attorney.....GEO. W. BURTON, Peoria, Ill.  
Comptroller.....JNO. M. C. HORN, Champaign, Ill.  
General Auditor.....B. E. BRAMBLE, Champaign, Ill.  
Chief Operating Engineer.....W. H. THOMSON, JR., Peoria, Ill.  
Gas Engineer.....F. W. BEDARD, Peoria, Ill.  
Purchasing Agent.....H. J. VANCE, Peoria, Ill.  
Acting Land Commissioner.....C. E. ANDERSON, Champaign, Ill.

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### *Officers Interurban Railway Department*

General Superintendent.....C. F. HANDSHY, Springfield, Ill.  
Traffic Manager.....G. W. QUACKENBUSH, Springfield, Ill.  
Engineer Maintenance of Way.....L. B. MARTIN, Decatur, Ill.  
Engineer Motive Power and Equipment.....J. M. BOSENBURY, Peoria, Ill.

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### *General Superintendents of Properties*

M. G. LINN.....Bloomington, Ill.  
H. J. PEPPER.....Champaign, Ill.  
J. E. JOHNSON.....Danville, Ill.  
M. L. HARRY.....Decatur, Ill.  
J. P. DOAN.....Jacksonville, Ill.  
E. D. BELL.....Madison County, Ill.  
R. W. BAILEY.....Peoria, Ill.  
JOHN A. GLOVER.....Urbana, Ill.  
P. B. SAWYER.....Des Moines, Ia.  
A. M. PATTEN.....Topeka, Kan.  
A. H. PURDY.....Topeka, Kan.



## *Principal Component Properties*

### *Illinois Traction System*

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BLOOMINGTON, DECATUR & CHAMPAIGN RAILROAD,  
 BLOOMINGTON & NORMAL RAILWAY & LIGHT COMPANY,  
 DANVILLE & EASTERN ILLINOIS RAILWAY COMPANY,  
 DANVILLE & NORTHERN RAILROAD COMPANY,  
 DANVILLE & SOUTHEASTERN RAILWAY COMPANY,  
 DANVILLE STREET RAILWAY & LIGHT COMPANY,  
 DANVILLE, URBANA & CHAMPAIGN RAILWAY COMPANY,  
 DECATUR RAILWAY & LIGHT COMPANY,  
 DES MOINES ELECTRIC COMPANY,  
 ILLINOIS CENTRAL TRACTION COMPANY,  
 JACKSONVILLE RAILWAY & LIGHT COMPANY,  
 JACKSONVILLE RAILWAY COMPANY,  
 MADISON COUNTY LIGHT & POWER COMPANY,  
 PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION COMPANY,  
 PEORIA, LINCOLN & SPRINGFIELD TRACTION COMPANY,  
 PEORIA RAILWAY COMPANY,  
 SPRINGFIELD & NORTHEASTERN TRACTION COMPANY,  
 ST. LOUIS ELECTRIC BRIDGE COMPANY,  
 ST. LOUIS ELECTRIC TERMINAL RAILWAY COMPANY,  
 ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD,  
 TERMINAL POWER COMPANY,  
 TOPEKA EDISON COMPANY,  
 TOPEKA RAILWAY COMPANY,  
 URBANA & CHAMPAIGN RAILWAY, GAS & ELECTRIC COMPANY,  
 URBANA LIGHT, HEAT & POWER COMPANY.

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### *Resumé of Service, Exclusive of Interurban, in Various Cities*

#### *Street Railway*

BLOOMINGTON,  
 CHAMPAIGN AND URBANA,  
 DANVILLE,  
 DECATUR,  
 JACKSONVILLE,  
 PEORIA,  
 ST. LOUIS, GRANITE CITY,  
     MADISON AND VENICE,  
 TOPEKA.

#### *Electric Lighting and Power*

BLOOMINGTON,  
 CHAMPAIGN,  
 DANVILLE AND WESTVILLE,  
 DECATUR,  
 DES MOINES,  
 EDWARDSVILLE,  
 GRANITE CITY, MADISON  
     AND VENICE,  
 JACKSONVILLE,  
 TOPEKA,  
 URBANA.

#### *Gas*

CHAMPAIGN AND URBANA,  
 DANVILLE,  
 DECATUR,  
 JACKSONVILLE.

#### *Heating*

BLOOMINGTON,  
 CHAMPAIGN,  
 DANVILLE,  
 DECATUR,  
 TOPEKA,  
 URBANA.



## TO THE SHAREHOLDERS OF THE ILLINOIS TRACTION COMPANY

**T**HE Board of Directors beg to submit the Eighth Annual Report, together with the Balance Sheet, Earnings and Expenses Account, and other Statistics of the Company for the year ending 31st December, 1911.

During the year, very satisfactory progress has been made in all departments of the Company's business, the gross revenue of which has been derived in the following manner:

From Interurban Railroads.....	41.51%
“ City Street Railways.....	28.27%
“ Electric Lighting and Power.....	21.35%
“ Gas Lighting.....	5.55%
“ Steam Heating.....	2.86%
“ Miscellaneous.....	.46%

By reference to the Comparative Statement of Earnings and Expenses it will be seen that the total earnings for 1911 were \$6,902,221.01, as against \$6,218,037.51, or an increase of \$684,183.50 over 1910.

The Net Earnings for 1911 were \$2,768,580.22, as against \$2,552,409.83, or an increase of \$216,170.39. The fixed and other charges of the subsidiary companies amounted to \$1,885,221.56, leaving \$883,358.66, out of which \$318,276.00 was taken to pay four quarterly dividends on the Preferred Stock of the Company, leaving a surplus for the year of \$565,082.66.

The Surplus Account therefore stood at the 31st December, 1911, as follows:

Balance brought forward from 1910.....	\$1,764,419.77
Net Surplus for 1911.....	565,082.66
	<hr/>
	\$2,329,502.43

Appropriated for Depreciation (in addition to \$762,864.01 charged to operating account for maintenance, renewals and betterments)..... \$250,000.00

Bond Discount of Controlled Companies.....	91,269.17	341,269.17
	<hr/>	<hr/>

Balance Carried forward for 1911.....\$1,988,233.26

### INTERURBAN LINES.

The Terminal facilities in St. Louis, including the bridge across the Mississippi River and the passenger and freight station at Twelfth and Lucas streets, have now been in operation for a full year, and have contributed to increase the traffic in and out of St. Louis. The belt lines around the cities of Granite City, Edwardsville, Springfield and Decatur, which were thrown open for traffic this year, have





permitted the Company to handle through freight in train-load units, and it is to this department that the management is now giving much time and attention. The economical handling of this freight, which is constantly increasing, is the present operating problem confronting the management.

Connections with the steam railroads are being made, while sidings and increased facilities at the terminals are gradually being extended. Already several important factories have located along our tracks and special attention is being given to the building of new industries upon our own lines; the traffic from which will be handled entirely by this Company. During the year, ten elevators have been added and the movement of grain has naturally been increased.

The contract which was entered into in 1910 with the Union Switch & Signal Company for the installation of block signals has been completed, and 75 miles of alternating current, track circuit, automatic electric signals are now in successful operation. These signals are equal to the most advanced type of automatic block signals installed on any steam railroad in the United States.

We are pleased to report that the year 1911 was entirely free from accidents to passengers on the interurban or city lines.

#### CITY STREET RAILWAYS.

The earnings of the street railway lines have shown steady improvement. The rebuilding of portions of the street railway track during 1910 and 1911 in Bloomington, in Decatur and in Peoria, has increased the Company's facilities for handling traffic, and should show in the future earnings of these properties. All of the Company's Street Railway Franchises are now in excellent shape.

#### ELECTRIC LIGHTING AND POWER.

Next to the Interurban, the electric lighting and power earnings show the largest increase for the year. In 1909, approximately  $17\frac{1}{2}\%$  of the Company's Gross Earnings were derived from the electric lighting and power business, while in 1911, in spite of the increases in all other departments, the receipts from electric lighting and from power were 21.35% of the gross revenue.

Your Directors feel confident, with the efforts now being put forth by the management, that this very important department will show even better results in the future. The generating capacity of the several power houses is now considerably ahead of the ordinary needs for power, and in finding profitable use of the surplus, the net earnings from this department should be highly satisfactory.

#### GAS LIGHTING AND STEAM HEATING.

These departments, although not producing as large returns as the others, are nevertheless important from the standpoint of profit. The output of gas is steadily increasing and all of the equipment is now in excellent condition.



#### MAINTENANCE AND DEPRECIATION.

The physical condition of all the properties controlled by the Company has been maintained in a high state of efficiency, and 14.7% of the Gross Receipts was expended for this purpose, which includes, as usual, a very substantial sum written off for depreciation, etc.

#### FINANCIAL AND GENERAL.

During the year 1911, the Fixed Charges increased \$348,534.25; this largely represents the interest on the investment made by the Company in Bridge and Terminals into St. Louis, and in the several belt lines for freight referred to above. These additions and improvements were turned over to the operating department either at the close of 1910 or early in the present year, and the interest for a full year on the securities issued has now been deducted from the Net Earnings for the first time. There has also been an increase in the Dividend Charges on the Preferred Stock of \$44,990. The increase in Net Earnings for 1911 over 1910 was not quite sufficient to absorb all of these additional charges of \$393,000, which accounts for a decrease in the year's Surplus as compared with 1910, when this large interest sum was chargeable to Construction Account. Your Directors, however, consider this a very satisfactory showing. The increase in the Fixed Charges for 1912 and for the years to come will only be very moderate in amount, as a large portion of the improvements and extensions necessary in every growing concern such as the Illinois Traction System, can be provided out of the yearly surpluses.

The accounts and vouchers of the company have, as usual, been audited by Messrs. P. S. Ross & Sons, Montreal, who have affixed their signatures to the Balance Sheet and Other Statements.

The Board take pleasure in recording their appreciation of the efficient services rendered by all the Officers and the heads of Departments.

W. B. MCKINLEY,  
President.

H. E. CHUBBUCK,  
Vice President Executive.





# *Exhibit A*

## STATEMENT OF PROPERTIES

CONTROLLED BY

## ILLINOIS TRACTION COMPANY

### RECEIPTS AND EXPENDITURES

FOR THE YEAR ENDING DECEMBER 31, 1911

#### EARNINGS:

Interurban Lines.....	\$ 2,864,793.33
City Lines.....	1,950,880.33
Gas.....	383,324.91
Electric.....	1,473,937.38
Heat.....	197,737.64
Miscellaneous.....	31,547.42
<b>TOTAL GROSS EARNINGS.....</b>	<b>\$ 6,902,221.01</b>
<b>TOTAL OPERATING EXPENSES, INCLUDING TAXES.....</b>	<b>4,133,640.79</b>
<b>NET EARNINGS FROM OPERATING.....</b>	<b>\$ 2,768,580.22</b>
Interest on Bonds, etc.....	1,885,221.56
<b>Available for Dividends.....</b>	<b>\$ 883,358.66</b>
Dividend on Preferred Stock.....	318,276.00
<b>SURPLUS INCOME.....</b>	<b>\$ 565,082.66</b>

### ASSETS AND LIABILITIES

AS AT DECEMBER 31, 1911

#### ASSETS

Stocks of Subsidiary Companies.....	\$14,728,571.37
Advances made to Subsidiary Companies.....	2,170,583.76
Due by Subsidiary Companies.....	530,081.35
Accounts and Notes Receivable.....	285,548.75
Stores on Hand.....	247,168.62
Cash in Bank.....	179,583.36
	<b>\$18,141,537.21</b>

#### LIABILITIES

Capital Stock—Preferred.....	\$5,304,600.00
Capital Stock—Common.....	9,968,700.00
Accounts and Notes Payable.....	538,231.10
Accrued Interest and Dividend on controlled Companies not yet due.....	341,772.85
Surplus, 1910.....	\$1,764,419.77
Net Profit, 1911.....	565,082.66

\$2,329,502.43

#### APPROPRIATED FOR:

Depreciation.....	\$250,000.00
Bond Discount of controlled Companies.....	91,269.17
	<b>341,269.17</b>

BALANCE CARRIED FORWARD	1,988,233.26	18,141,537.21
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#### AUDITED AND VERIFIED:

P. S. ROSS & SONS,  
Chartered Accountants.

#### CERTIFIED CORRECT:

B. E. BRAMBLE,  
General Auditor.



## Exhibit B

### COMPARATIVE STATEMENTS OF ILLINOIS TRACTION COMPANY SHOWING EARNINGS AND EXPENDITURES FOR THE YEARS 1910 AND 1911

GROSS EARNINGS:	1911	1910	Increase
Intcrurban.....	\$2,864,793.33	\$2,440,592.13	\$ 424,201.20
Local Street Railway.....	1,950,880.33	1,896,586.92	54,293.41
Gas.....	383,324.91	357,315.03	26,009.88
Electric Light and Power.....	1,473,937.38	1,322,581.14	151,356.24
Steam Heating.....	197,737.64	174,822.16	22,915.48
Miscellaneous.....	31,547.42	26,140.13	5,407.29
<b>TOTAL GROSS EARNINGS.....</b>	<b>\$6,902,221.01</b>	<b>\$6,218,037.51</b>	<b>\$ 684,183.50</b>
Operating Expenses.....	\$3,867,869.24	\$3,441,100.14	\$ 426,769.10
General and Overhead Expense.....	83,700.33	58,595.67	25,104.66
Taxes.....	182,071.22	165,931.87	16,139.35
<b>TOTAL OPERATING EXPENSES.....</b>	<b>\$4,133,640.79</b>	<b>\$3,665,627.68</b>	<b>\$ 468,013.11</b>
<b>NET EARNINGS.....</b>	<b>\$2,768,580.22</b>	<b>\$2,552,409.83</b>	<b>\$ 216,170.39</b>
Percentage of Operating Expenses of 1911.....			59.88
Percentage of Net Increase on Gross Increase.....			31.59
<b>NET EARNINGS, 1911 and 1910.....</b>	<b>\$2,768,580.22</b>	<b>\$2,552,409.83</b>	
Less Net Earnings of Des Moines and Topeka Properties prior to Purchase....		54,182.91	
<b>TOTAL NET REVENUE OF ILLINOIS TRACTION COMPANY.....</b>	<b>\$2,768,580.22</b>	<b>\$2,498,226.92</b>	

#### FOR THE YEARS 1909, 1910, 1911

GROSS EARNINGS:	1911	1910	1909
Interurban.....	\$2,864,793.33	\$2,440,592.13	\$1,980,778.60
Local Street Railway.....	1,950,880.33	1,896,586.92	1,754,892.94
Gas.....	383,324.91	357,315.03	293,072.28
Electric Light & Power.....	1,473,937.38	1,322,581.14	1,161,128.29
Steam Heating.....	197,737.64	174,822.16	166,000.14
Miscellaneous.....	31,547.42	26,140.13	7,511.41
<b>TOTAL GROSS EARNINGS.....</b>	<b>\$6,902,221.01</b>	<b>\$6,218,037.51</b>	<b>\$5,363,383.66</b>
Operating Expenses.....	\$3,867,869.24	\$3,441,100.14	\$2,874,340.05
General and Overhead Expenses.....	83,700.33	58,595.67	43,150.48
Taxes.....	182,071.22	165,931.87	146,000.93
<b>TOTAL OPERATING EXPENSES.....</b>	<b>\$4,133,640.79</b>	<b>\$3,665,627.68</b>	<b>\$3,063,491.46</b>
<b>NET EARNINGS.....</b>	<b>\$2,768,580.22</b>	<b>\$2,552,409.83</b>	<b>\$2,299,892.20</b>
Percentage of Operating Expenses.....	59.88	58.95	57.12
Less Net Earnings of Des Moines and Topeka Properties prior to purchase....		54,182.91	372,628.58
<b>TOTAL NET REVENUE OF ILLINOIS TRACTION COMPANY.....</b>	<b>\$2,768,580.22</b>	<b>\$2,498,226.92</b>	<b>\$1,927,263.62</b>

There was expended during year 1911, the sum of \$1,012,864.01 for maintenance, renewals, and betterments, being 14.7% of gross earnings, as against \$904,045.59, or 14.6% for year 1910.





# Exhibit C

## INDEBTEDNESS OF PROPERTIES

### CONTROLLED BY ILLINOIS TRACTION COMPANY

DECEMBER 31, 1911.

BONDS:	OUTSTANDING	INTEREST RATE	DUE DATE
Bloomington, Decatur & Champaign Railroad, First Refunding Mortgage.....	\$ 1,496,000.00	5%	1940
Bloomington, Decatur & Champaign Railroad, General Mortgage.....	914,000.00	5%	1940
*Bloomington & Normal Railway Electric & Heating Company.....	600,000.00	5%	1927
Bloomington & Normal Railway & Light Company, First & General Mortgage.....	783,000.00	5%	1928
Central Railway Company of Peoria.....	570,000.00	5%	1915
Chicago, Bloomington & Decatur Railway Company.....	4,000.00	5%	1936
Danville Consumers Coal Company.....	25,000.00	5%	1924
Danville & Eastern Illinois Railway Company.....	50,000.00	5%	1927
Danville & Northern Railroad Company.....	17,000.00	5%	1914
Danville & Southeastern Railway Company.....	60,000.00	5%	1929
Danville Street Railway & Light Company.....	682,000.00	5%	1912-1925
Danville Street Railway & Light Company, Debentures.....	865,000.00	5% & 6%	1929 & 1930
Danville, Urbana & Champaign Railway Company, First Mortgage.....	2,000,000.00	5%	1923
Danville, Urbana & Champaign Railway Company.....	822,000.00	6%	1912-1930
Decatur Gas & Electric Company, First Mortgage.....	270,000.00	5%	1912-1929
Decatur Gas & Electric Company, Second Mortgage.....	90,000.00	5%	1930
*Decatur Railway & Light Company, First Consolidated Mortgage.....	728,000.00	5%	1933
Decatur Railway & Light Company, General Mortgage.....	603,000.00	5%	1933
Decatur Traction & Electric Company.....	212,000.00	5%	1921
DesMoines Electric Company.....	1,703,000.00	5%	1914-1938
DesMoines Railway & Light Company.....	838,000.00	5%	1935
*Illinois Central Traction Company, First Mortgage.....	1,469,000.00	5%	1933
Illinois Central Traction Company, Temporary General Mortgage.....	570,000.00	5% & 6%	1929 & 1931
Jacksonville Gas, Light & Coke Company.....	165,000.00	5%	1912-1931
Jacksonville Railway & Light Company, First Mortgage.....	510,000.00	5%	1931
Kansas Railway & Light Company.....	1,448,000.00	5%	1935
Madison County Light & Power Company.....	433,000.00	5%	1936
Peoria, Bloomington & Champaign Traction Company, First Mortgage.....	2,000,000.00	5%	1936
Peoria, Bloomington & Champaign Traction Company, Temporary General Mortgage.....	485,000.00	5% & 6%	1929 & 1930
Peoria, Lincoln & Springfield Traction Company.....	900,000.00	5%	1938
Peoria Railway Company, First and Refunding Mortgage.....	2,335,000.00	5%	1912-1926
Peoria Railway Company, General Mortgage.....	630,000.00	5%	1926
Springfield & Northeastern Traction Company.....	800,000.00	5%	1936
St. Louis Electric Bridge Company.....	2,542,000.00	2½% to 5%	1929
St. Louis Electric Terminal Railway Company.....	1,724,000.00	2½% to 5%	1929
*St. Louis & Springfield Railway Company.....	451,000.00	5%	1933
St. Louis, Springfield & Peoria Railroad, First Mortgage.....	1,875,000.00	5%	1939
St. Louis, Springfield & Peoria Railroad, General Mortgage.....	1,038,000.00	5%	1939
Terminal Power Company.....	750,000.00	5%	1929
Topeka Edison Company.....	850,000.00	5%	1912-1930
Topeka Railway Company.....	1,190,000.00	5%	1912-1930
Urbana & Champaign Railway, Gas & Electric Company, First Mortgage.....	154,000.00	5%	1912-1917
Urbana & Champaign Railway, Gas & Electric Company, Consolidated Mortgage.....	346,000.00	5%	1929
Urbana & Champaign Railway, Gas & Electric Company, Debentures.....	521,000.00	5% & 6%	1929 & 1930
Urbana Light, Heat & Power Company, Consolidated Mortgage.....	79,000.00	5%	1918-1927
Urbana Light, Heat & Power Company, First Mortgage.....	35,500.00	5%	1912-1920
	\$36,632,500.00		

\*A few bonds retired by this Company are held by the Trustees in the Sinking Fund under their Trust Agreements.

PREFERRED STOCK:	OUTSTANDING	DIVIDEND RATE
Bloomington, Decatur & Champaign Railroad—		
Series A.....	\$ 300,000.00	
Series B.....	225,000.00	5%
Bloomington & Normal Railway & Light Company..	300,000.00	6%
St. Louis Electric Terminal Railway Company.....	1,000,000.00	5%
St. Louis, Springfield & Peoria Railroad—		
Series A.....	1,538,000.00	
Series B.....	737,000.00	5%
	\$4,100,000.00	





Exhibit D

IMPROVEMENT EXPENDITURES OF ILLINOIS TRACTION COMPANY, 1911

	DANVILLE STREET RAILWAY & LIGHT COMPANY	URBANA LIGHT, HEAT & POWER COMPANY	URBANA & CHAMPAIGN RAILWAY, GAS & ELECTRIC COMPANY	DECATUR RAILWAY & LIGHT COMPANY	BLOOMINGTON & NORMAL RAILWAY & LIGHT COMPANY	PEORIA RAILWAY COMPANY	JACKSONVILLE RAILWAY COMPANY	JACKSONVILLE RAILWAY & LIGHT COMPANY	MADISON COUNTY LIGHT & POWER COMPANY	DES MOINES ELECTRIC COMPANY	TOPEKA EDISON COMPANY	TOPEKA RAILWAY COMPANY	MISCELLANEOUS COMPANIES	Total
1. Organization and Attorney Fees.	\$.....	\$.....	\$ 155.07	\$.....	\$ 5,984.10	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$ 326.55	\$ 16.66	\$ 6,482.38
2. Engineering and Superintendence	808.82	31.88	591.67	826.75	424.33	788.90	5.97	372.54	179.29	1,866.67	544.17	1,469.35		7,910.34
3. Real Estate.....									106.40	10,000.00		4,375.00		14,268.60
4. Building and Fixtures.....	1,579.70		27.16	4,693.73	177.85	40,998.78		112.55	50.00	4,908.30	2,751.19	66.42		55,265.68
5. Office Furniture and Fixtures....				185.00										185.00
6. Right of Way.....												800.00		800.00
7. Track and Roadway.....	1,610.98		10,401.05	5,007.15	5,752.38	12,106.08	442.12	485.50				31,545.39	8.80	67,359.45
8. Bridges and Culverts.....												211.82		211.82
9. Overhead Lines.....			53.00	17.00	377.50							2,084.80	418.88	2,951.18
10. Cars and Equipment.....	2,165.02		6,367.49	5,032.83	6,297.73	9,767.30		.61				20,984.05		50,613.81
11. Tools and Machinery.....			1,369.59									683.22		2,116.27
12. Miscellaneous Equipment.....														332.13
13. Steam Plant.....	4,663.19		1,001.04	4,160.74	74.31			9,456.79½		29,185.01	6,176.66			54,569.12
14. Electric Plant.....	7,033.81		634.06	7,243.27	1.74			14,948.44	535.00	62,135.35	24,953.00			115,146.55
15. Substations.....										650.97				650.97
16. Electric Distribution System....	18,038.60	2,640.54	16,924.04	22,655.89	14,813.62			3,248.24	14,808.78	53,568.67	9,321.44	5.42		156,085.24
17. Steam Heat Distribution System.			2,180.64		406.84						113.54			2,701.02
18. Gas Distribution System.....	20,616.33		9,055.69	9,817.77				1,712.34						41,202.13
19. Gas Manufacturing Apparatus...	9,468.83		730.12	7,775.27										17,974.22
20. Miscellaneous.....													5,037.95	5,037.95
TOTAL.....	\$65,985.28	\$2,672.42	\$48,222.50	\$67,415.40	\$34,161.78	\$63,661.06	\$448.09	\$30,335.79	\$14,569.47	\$142,314.97	\$44,255.59	\$53,802.02	\$5,482.29	\$573,326.66

NOTE.—Heavy black faced figures represent excess of receipts over expenditures.  
Many of the improvements on the above companies have been made by the Illinois Traction Company out of its surplus account, but in some cases Improvement Bonds of these companies have been withdrawn to pay a portion of the expenditures.



Exhibit D—Continued

IMPROVEMENT EXPENDITURES OF ILLINOIS TRACTION COMPANY, 1911

	DANVILLE, URBANA & CHAMPAIGN RAILWAY COMPANY	BLOOMINGTON, DECATUR & CHAMPAIGN RAILROAD	ILLINOIS CENTRAL TRACTION COMPANY	PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION COMPANY	PEORIA, LINCOLN & SPRINGFIELD TRACTION COMPANY	SPRINGFIELD & NORTHEASTERN TRACTION COMPANY	ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD	DANVILLE & SOUTH EASTERN RAILWAY COMPANY	ST. LOUIS ELECTRIC TERMINAL RAILWAY COMPANY	ST. LOUIS ELECTRIC BRIDGE COMPANY	TERMINAL POWER COMPANY	MISCELLANEOUS COMPANIES	Total
301. Engineering and Superintendence.....													
302. Right of Way.....	\$3,646.06	\$2,241.45	\$2,398.00	\$1,671.02	\$ 451.92	\$ 988.12	\$3,375.38	\$ 5.97	\$1,230.95	\$.....	\$ 129.49	\$.....	\$16,138.36
303. Other Lands used in Elec. Ry. Operations.....		1,101.55	368.71	2.00	5.05	500.00	1,619.65		1,167.17				3,592.96
304. Grading.....	1,747.91	458.95	18,322.69	103.74	3,346.41	174.17	5,855.96	109.26	2,343.50				4,617.32
305. Ballast.....	135.97	1,506.65	6,676.99	655.43	390.62	25.18	5,215.85	128.87				22.56	30,058.49
306. Ties.....	10,143.26	3,873.39	7,097.98	296.14	281.43	1,547.65	17,391.64	110.60	664.59				14,289.64
307. Rails, Rail Fastenings and Joints.....	5,560.11	390.01	2,878.36	4,021.75	688.18		12,373.30		24.96				45,539.04
308. Special Work.....	2,364.68	3,193.90	4,161.74	773.77	773.80	264.80	11,114.74	.40	1,540.44				22,774.31
309. Underground Construction.....				1,399.83	184.95								24,225.48
310. Paving.....	3,859.30	1,165.75	417.46	964.12			10,912.22		9,674.37				26,993.22
311. Track Laying and Surfacing.....	3,908.25	1,062.43	7,810.78	904.06	1,462.66	786.63	19,764.85		3,491.86	87.15			39,278.67
312. Roadway Tools.....		12.70	89.81				153.38		63.12			1.04	320.05
313. Tunnels.....													
314. Elevated Structures and Foundations.....													
315. Bridges, Trestles and Culverts.....	9,545.37	3,373.53	25.83	981.69			22,582.41						8,655.99
316. Crossings, Fences, Cattle Guards and Signs.....	360.00	13.43	5,349.37	500.00	360.84		4,534.87		100.07				2,148.84
317. Interlocking and Other Signal Apparatus.....	26,101.19	22,624.97	8,750.33	36,834.43	2,353.82	16,946.22	78,355.45			8,565.46			200,531.87
318. Telegraph and Telephone Lines.....	57.20		36.85	18.21			39.13						151.39
319. Poles and Fixtures.....	14.48	34.81	684.58	38.43		96.35	820.13		955.81	52.20			1,327.63
320. Underground Conduits.....													
321. Transmission System.....				780.90	642.02	820.81	17,423.86	105.08	5,654.96				38,458.51
322. Distribution System.....	894.99	649.39	14,412.16										
323. Dams, Canals and Pipe Lines.....													
324. Power Plant Buildings.....													
325. Substation Buildings.....			81.31			50.65	17.56						114.40
326. General Office Buildings.....													
327. Shops and Car Houses.....		3,067.19					1,979.95						5,047.14
328. Stations, Waiting Rooms and Miscellaneous Bldgs	138.89	1,725.07	4,348.82	14,392.65		627.69	4,690.65		55,283.93	339.50			80,868.20
329. Docks and Wharves.....													
330. Power Plant Equipment.....	205.63		1,800.00	2,424.46	25.00	8,635.80	19,512.73				10,433.19		15,413.15
331. Substation Equipment.....	381.26		120.00	2,121.52									34,513.96
332. Shop Equipment.....	4,480.17												
333. Park and Resort Property.....													
334. Cost of Road Purchased.....													
335. Cars.....	155,960.56	72,362.36	37,577.81	29,195.61	25,350.85	50,473.53	69,901.40		4,647.00			325,392.42	110,782.70
336. Locomotives.....			445.86				14.00		63.33				368.53
337. Electric Equipment of Cars.....													
338. Other Rail Equipment.....	405.11	928.86	402.55	200.00	200.00	202.56	1,000.72						3,339.80
339. Miscellaneous Equipment.....			861.27				823.69						1,684.96
340. Law Expenses.....			50.00	1,708.02	150.00	876.25	1,985.00		1,175.00				5,944.27
341. Interest.....			4,875.00										4,875.00
342. Injuries and Damages.....		10.00	500.00				235.00		591.63				1,336.63
343. Taxes.....			314.09					9.18					323.27
344. Miscellaneous.....	93.15	7,653.93	617.34	429.29	1,133.51		2,950.48		498.44	723.89		526.95	14,626.98
TOTAL.....	\$229,416.65	\$126,863.43	\$129,214.81	\$100,413.07	\$36,517.02	\$81,374.79	\$260,374.32	\$469.36	\$79,877.13	\$523.74	\$10,562.68	\$315,315.28	\$740,291.72

NOTE—Heavy black faced figures represent excess of receipts over expenditures.  
Many of the improvements on the above companies have been made by the Illinois Traction Company out of its surplus account, but in some cases Improvement Bonds of these companies have been withdrawn to pay a portion of the expenditures.



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ILLINOIS  
TRACTION  
COMPANY

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ANNUAL REPORT

NINETEEN HUNDRED TWELVE

1912



# Illinois Traction Company

## *Ninth Annual Report of the Directors to the Shareholders*

### *Table of Contents*

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	PAGE
OFFICERS OF THE ILLINOIS TRACTION COMPANY.....	I
STATEMENT OF PROPERTIES.....	2
MAP .....	3
REPORT OF THE DIRECTORS.....	4-6
Exhibit A—Statements, Receipts and Expenditures, Assets and Liabilities.....	7
Exhibit B—Comparative Statement of Receipts and Expenditures.....	8
Exhibit C—Statement of Bonded Indebtedness.....	9

January first, nineteen hundred thirteen



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I 263  
V. 9

# Officers of Illinois Traction Company 1912

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## Directors

HON. WM. B. MCKINLEY.....President  
GEO. M. MATTIS.....Vice-President and Treasurer  
T. B. MACAULAY.....Secretary  
S. H. EWING.....Director  
J. R. DOUGALL.....Director  
ABNER KINGMAN.....Director  
EDWARD WOODMAN.....Director

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## General Officers

President.....HON. WM. B. MCKINLEY, Champaign, Ill.  
Vice-President Executive and General Manager.....H. E. CHUBBUCK, Peoria, Ill.  
Vice-President and Treasurer.....GEO. M. MATTIS, Champaign, Ill.  
Secretary.....T. B. MACAULAY, Montreal

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## Sundry Officers Illinois Traction System

Chartered Accountants and Supervisory Auditors.....P. S. ROSS & SONS, Montreal  
Record and Claim Attorney.....GEO. W. BURTON, Peoria, Ill.  
Attorney.....JAMES A. KNOWLTON, Peoria, Ill.  
Chief Surgeon.....H. M. BASCOM, M. D., Peoria, Ill.  
Comptroller.....JNO. M. C. HORN, Champaign, Ill.  
General Auditor.....B. E. BRAMBLE, Champaign, Ill.  
Chief Operating Engineer.....R. F. CARLEY, Peoria, Ill.  
Gas Engineer.....F. W. BEDARD, Peoria, Ill.  
Purchasing Agent.....H. J. VANCE, Peoria, Ill.  
Acting Land Commissioner.....C. E. ANDERSON, Champaign, Ill.

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## Officers Interurban Railway Department

General Superintendent.....C. F. HANDSHY, Springfield, Ill.  
Traffic Manager.....G. W. QUACKENBUSH, Springfield, Ill.  
Engineer Maintenance of Way.....L. B. MARTIN, Decatur, Ill.  
Engineer Motive Power and Equipment.....J. M. BOSENBURY, Peoria, Ill.  
General Claim Agent.....S. W. REYNOLDS, Springfield, Ill.  
Signal Engineer.....J. G. M. LEISENRING, Springfield, Ill.

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## General Superintendents of Properties

M. G. LINN.....Bloomington, Ill.  
H. J. PEPPER.....Champaign, Ill.  
J. E. JOHNSON.....Danville, Ill.  
M. L. HARRY.....Decatur, Ill.  
J. P. DOAN.....Jacksonville, Ill.  
E. D. BELL.....Madison County, Ill.  
R. W. BAILEY.....Peoria, Ill.  
JOHN A. GLOVER.....Urbana, Ill.  
W. H. THOMSON, JR.....Des Moines, Ia.  
A. M. PATTEN.....Topeka, Kan.  
A. H. PURDY.....Topeka, Kan.





# Principal Component Properties

## Illinois Traction System

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BLOOMINGTON, DECATUR & CHAMPAIGN RAILROAD,  
 BLOOMINGTON & NORMAL RAILWAY & LIGHT COMPANY,  
 DANVILLE & EASTERN ILLINOIS RAILWAY COMPANY,  
 DANVILLE & NORTHERN RAILROAD COMPANY,  
 DANVILLE & SOUTHEASTERN RAILWAY COMPANY,  
 DANVILLE STREET RAILWAY & LIGHT COMPANY,  
 DANVILLE, URBANA & CHAMPAIGN RAILWAY COMPANY,  
 DECATUR RAILWAY & LIGHT COMPANY,  
 DES MOINES ELECTRIC COMPANY,  
 ILLINOIS CENTRAL TRACTION COMPANY,  
 JACKSONVILLE RAILWAY & LIGHT COMPANY,  
 JACKSONVILLE RAILWAY COMPANY,  
 MADISON COUNTY LIGHT & POWER COMPANY,  
 PEORIA RAILWAY COMPANY,  
 SPRINGFIELD & NORTHEASTERN TRACTION COMPANY,  
 ST. LOUIS ELECTRIC BRIDGE COMPANY,  
 ST. LOUIS ELECTRIC TERMINAL RAILWAY COMPANY,  
 ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD,  
 TOPEKA EDISON COMPANY,  
 TOPEKA RAILWAY COMPANY,  
 URBANA & CHAMPAIGN RAILWAY, GAS & ELECTRIC COMPANY,  
 URBANA LIGHT, HEAT & POWER COMPANY.

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## Resumé of Service, Exclusive of Interurban, in Various Cities

### Street Railway

BLOOMINGTON,  
 CHAMPAIGN AND URBANA,  
 DANVILLE,  
 DECATUR,  
 JACKSONVILLE,  
 PEORIA,  
 St. LOUIS, GRANITE CITY,  
 MADISON AND VENICE,  
 TOPEKA.

### Gas

CHAMPAIGN AND URBANA,  
 CARLINVILLE,  
 DANVILLE,  
 DECATUR,  
 JACKSONVILLE.

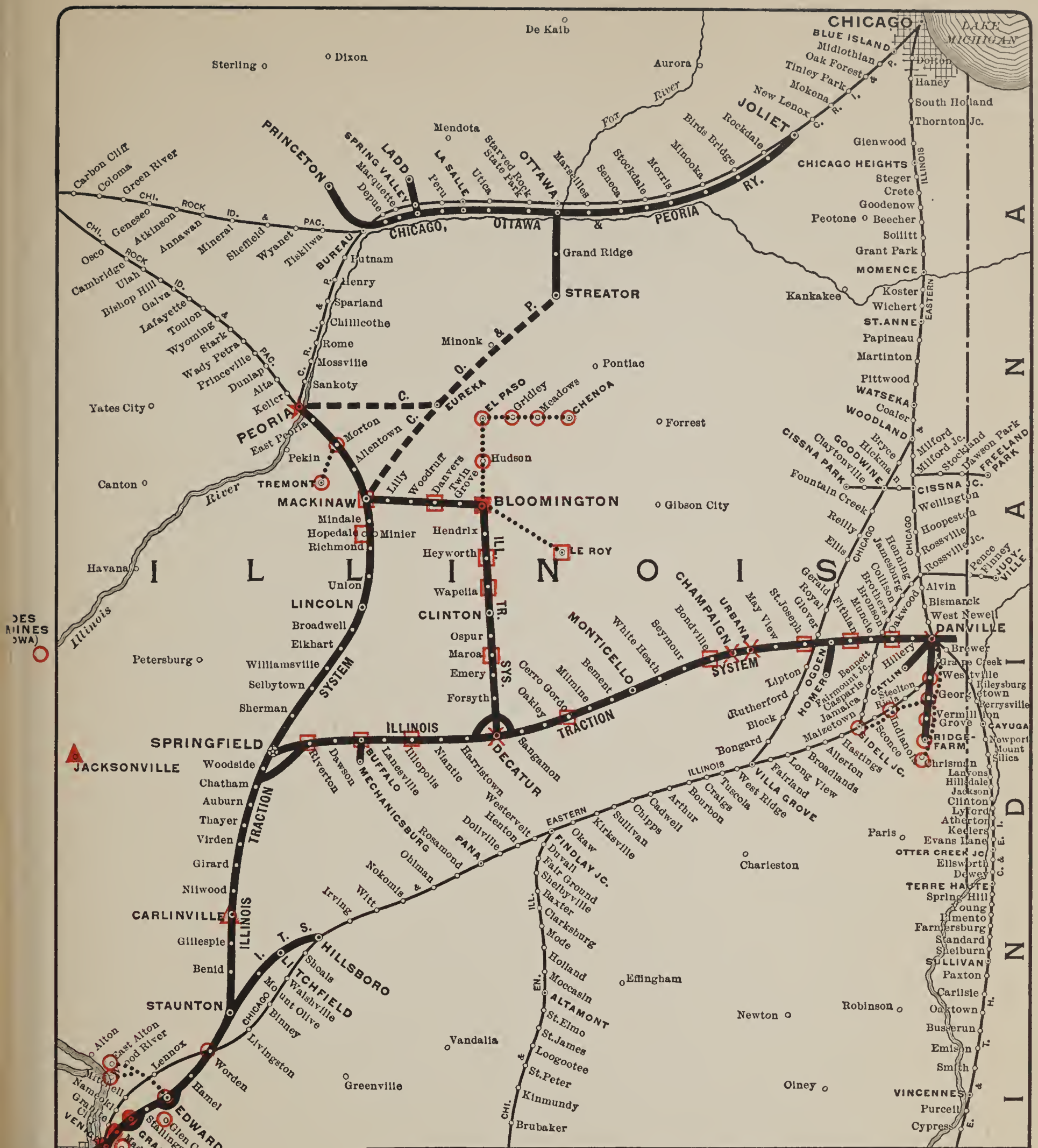
### Electric Lighting and Power

BLOOMINGTON,	INDIANOLA,
BROOKLYN,	JACKSONVILLE,
CARLINVILLE	MADISON,
CHAMPAIGN,	MEADOWS,
CHENOA,	MORTON,
CHRISMAN,	NATIONAL CITY,
DANVILLE,	RIDGE FARM,
DECATUR,	SIDELL,
DES MOINES,	TREMONT,
EDWARDSVILLE,	TOPEKA,
EL PASO,	URBANA,
EAST ALTON,	VENICE,
GLEN CARBON,	VERMILION GROVE,
GRIDLEY,	WOOD RIVER,
GEORGETOWN,	WESTVILLE,
GRANITE CITY,	WORDEN.
HUDSON,	

### Heating

BLOOMINGTON,	CHAMPAIGN,
DANVILLE,	DECATUR,
TOPEKA,	URBANA.





#### EXPLANATION

- Interurban Lines.
- ..... Electric Light Transmission Lines.

#### CITY PROPERTIES CONTROLLED BY THE ILLINOIS TRACTION CO.

- ★ Street Railway  
Peoria, Ill., St. Louis, Mo.
- Electric Light  
Brooklyn, Chenoa, Chrisman, Edwardsville, El Paso, East Alton, Glen Carbon, Gridley, Georgetown, Hudson, Indianapolis, Meadows, Morton, National City, Ridge Farm, Sidell, Tremont, Vermillion Grove, Wood River, Worden and Westville, Ill.; Des Moines, Iowa.
- Street Railway & Electric Light  
Granite City, Madison and Venice, Ill.
- Street Railway, Electric Light & Heat  
Bloomington, Ill., and Topeka, Kan.
- ▲ Street Railway, Electric Light & Gas  
Jacksonville, Ill.
- ✕ Street Railway, Electric Light, Gas & Heat  
Danville, Urbana, Champaign and Decatur, Ill.
- △ Electric Light & Gas  
Carlinville, Ill.
- Electric Current Sold to Local Companies  
Bondville, Buffalo, Cerro Gordo, Danvers, Fithian, Heyworth, Hopedale, Illiopolis, LeRoy, Maroa, Mackinaw, Oakwood, Riverton, St. Joseph and Wapella, Ill.

**ILLINOIS TRACTION SYSTEM**  
**CHICAGO, OTTAWA & PEORIA RY.**  
 SHOWING CONNECTIONS WITH  
**CHICAGO & EASTERN ILLINOIS R. R.**  
**CHICAGO, ROCK ISLAND & PACIFIC RY.**  
**TERRITORY IN ILLINOIS.**







## TO THE SHAREHOLDERS OF THE ILLINOIS TRACTION COMPANY

The Board of Directors beg to submit the Ninth Annual Report together with Balance Sheet, Statement of Receipts and Expenditures, and other statistics of the Company for the year ending December 31, 1912.

During the year the Company has shown most satisfactory progress. The increase in the gross and net earnings and surplus are very gratifying.

The gross revenue for the year was \$7,415,647.13 which was derived in the following manner:

From Interurban Railroads .....	39.98%
From City Lines.....	27.39%
From Electric Lighting and Power.....	22.78%
From Gas Lighting.....	5.78%
From Steam Heating.....	2.96%
From Miscellaneous .....	1.11%

The results of the System for the year show as follows:

an increase over the preceding year in gross revenue

from Operation of.....\$513,426.12, or 7.43%

an increase over the preceding year in net earnings

from Operation of.....\$293,853.21, or 10.61%

an increase over the preceding year in net surplus of.....\$176,834.66, or 31.29%

The net surplus of the System for the year after paying 6% dividends on the Company's Preferred Stock was \$741,917.32, equivalent to 7.43% upon the Common Stock of the Company, as against 5.66% for the preceding year. The surplus account therefore stood at December 31, 1912, as follows:

Balance brought forward from 1911.....	\$1,988,233.26	
Net Surplus for 1912.....	741,917.32	
		<hr/>
		2,730,150.58
Appropriated for Depreciation (in addition to \$832,885.44 charged to Operating Account for Maintenance, Betterments and Renewals)	\$335,785.01	
Bond Discount of Controlled Companies.....	43,482.90	379,267.91
	<hr/>	<hr/>
Balance carried forward for 1912.....		\$2,350,882.67



Comparative Statement of Receipts and Expenditures for the years ended December 31, 1911 and 1912.

Earnings:	1911	1912
Interurban Lines .....	2,864,793.33	2,964,955.06
City Lines.....	1,950,880.33	2,030,993.76
Gas .....	383,324.91	428,976.81
Electric .....	1,473,937.38	1,689,477.16
Heat .....	197,737.64	219,170.44
Miscellaneous .....	31,547.42	82,073.90
Total Gross Earnings .....	6,902,221.01	7,415,647.13
Total Operating Expenses and Taxes.....	4,133,640.79	4,353,213.70
Net from Operating.....	2,768,580.22	3,062,433.43
Interest on Bonds, etc.....	1,885,221.56	1,975,968.88
Available for Dividends.....	883,358.66	1,086,464.55
Dividend on Preferred Stock.....	318,276.00	344,547.23
Surplus Income .....	565,082.66	741,917.32

MAINTENANCE, RENEWALS AND BETTERMENTS:

The physical condition of all the properties controlled by the Company has been maintained in a high state of efficiency. During the year there was expended for maintenance and renewals the sum of \$1,168,670.45 which was 15.7% of the gross receipts, as against \$1,012,864.01 which was 14.7% of the gross receipts of the preceding year.

IMPROVEMENTS:

During the year there was also expended for Improvements on the properties controlled by the Company \$1,106,420.89.

INTERURBAN LINES:

The sleeping car service between Peoria, Springfield and St. Louis has shown a steady improvement and the receipts have increased 33% over the previous year.

The Management has given much consideration during the year to the question of solving freight traffic problems, broadening the carload business and increasing terminal facilities by connection with steam railroads. A contract was entered into with the Wabash Railroad for a physical connection and general interchange at Decatur. This gives us a working arrangement now with all the steam roads in our territory that can be of benefit to us, except the Pennsylvania and New York Central lines. There should be a gradual increase in the freight traffic during 1913. During the year fifty box cars, seventy-five coal cars, five refrigerator cars and twenty-five cinder cars were purchased, made necessary by the increased freight business. Additional elevators have been built to be served by our lines and connections made with other industries, such as coal mines, brick yards, warehouses, etc.



The protection in the operation of the trains, afforded by the automatic electric block signals, and the feeling of safety imbued in the minds of the traveling public by these signals has proven further the wisdom of their installation. The trackage between St. Louis and the cities of Granite City, Madison and Venice, including the St. Louis Bridge, has been protected by the installation of a signal system early this year.

#### GENERAL

A contract was made for the installation of a 5000 K.W. turbine unit at Venice, which additional capacity will be required to take care of the heavy power business to be secured in that territory.

The several small properties acquired by the company this year comprise the Carlinville Utilities Company, serving gas and electricity to Carlinville, County Seat of Macoupin County; the Georgetown Electric Company serving electricity to Georgetown, Indianola, Vermilion Grove, Ridge Farm, Sidell and Chrisman, to be connected with the Danville plant by a transmission line; the electric plants at El Paso, Gridley and Chenoa, to be served by transmission line from Bloomington; and the Morton Light, Heat & Power Company, serving electricity to Morton and Tremont.

The Illinois Traction System is furnishing forty-eight cities and villages, and the inhabitants and industries therein, with electric light and power.

Late in the year a site was purchased at Peoria, near the business center of the city, on which next year will be erected a seven-story terminal and office building. At Champaign also a site, advantageously located, was acquired on which will be erected next year a three-story building for the Champaign offices of the Company. The new freight house and office building at Springfield, remodeled for the Company under a long-term lease, was occupied in the early summer by the operating officials at Springfield.

The Operating Engineering Department, a newly created department for the purpose of bringing about operating economies, has secured the results anticipated and will be continued on an enlarged basis.

The relations between the Management and the employees continue to be favorable and there have been no labor difficulties during the year. Contracts entered into between the employees and the Company have been carefully observed both by the employees and the Company and the labor situation is very harmonious.

The accounts and vouchers of the Company have, as usual, been audited by Messrs. P. S. Ross & Sons, Chartered Accountants, Montreal, who have affixed their signatures to the Balance Sheet and other Statements.

The Board take pleasure in recording their appreciation of the efficient services rendered by all the Officers and the heads of Departments.

Respectfully submitted,

W. B. MCKINLEY,  
President.

H. E. CHUBBUCK,  
Vice President Executive.





# Exhibit A

## STATEMENT OF PROPERTIES CONTROLLED BY ILLINOIS TRACTION COMPANY

### RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING DECEMBER 31, 1912.

#### Earnings:

Interurban Lines .....	\$2,964,955.06
City Lines .....	2,030,993.76
Gas .....	428,976.81
Electric .....	1,689,477.16
Heat .....	219,170.44
Miscellaneous .....	82,073.90
TOTAL GROSS EARNINGS.....	\$7,415,647.13
TOTAL OPERATING EXPENSES, INCLUDING TAXES.....	4,353,213.70
NET EARNINGS FROM OPERATING.....	\$3,062,433.43
INTEREST ON BONDS, ETC.....	1,975,968.88
AVAILABLE FOR DIVIDENDS.....	\$1,086,464.55
DIVIDEND ON PREFERRED STOCK.....	344,547.23
SURPLUS INCOME .....	\$ 741,917.32

### ASSETS AND LIABILITIES

AS AT DECEMBER 31, 1912.

#### ASSETS

Stocks of Subsidiary Companies.....	\$16,340,272.37
Advances made to Subsidiary Companies.....	2,088,517.06
Due by Subsidiary Companies.....	552,675.92
Accounts and Notes Receivable.....	263,979.57
Stores on Hand.....	258,934.84
Cash in Bank.....	171,676.35
	<u>\$19,676,056.11</u>

#### LIABILITIES

Capital Stock—Preferred.....	\$6,488,400.00
Capital Stock—Common .....	9,984,900.00
Accounts and Notes Payable.....	454,612.91
Accrued Interest and Dividend on Controlled Companies not yet due .....	335,995.69
Special Reserves .....	61,264.84
Surplus, 1911 .....	\$1,988,233.26
Net Profit, 1912.....	741,917.32

\$2,730,150.58

#### APPROPRIATED FOR:

Depreciation .....	\$335,785.01
Bond Discount of Controlled Companies .....	43,482.90
	<u>379,267.91</u>

BALANCE CARRIED FORWARD.....	2,350,882.67	<u>19,676,056.11</u>
------------------------------	--------------	----------------------

Certified Correct

B. E. BRAMBLE,  
General Auditor.

THE PRESIDENT AND SHAREHOLDERS  
OF THE ILLINOIS TRACTION Co.,  
CHAMPAIGN, ILL.

#### GENTLEMEN:

We hereby certify that the foregoing statement in our opinion, exhibits correctly the financial position of your Company as at 31st December, 1912, as shown by the books of account.

The securities covering the investments of the Company have been verified by personal inspection or Trustees' certificates. The Cash and Bank balances have been verified. The value of Stores and Supplies have been substantiated by signed Inventories. The disbursements during the year have been verified by satisfactory vouchers.

P. S. ROSS & SONS,  
Chartered Accountants.

Montreal, Canada, March 14, 1913.



## Exhibit B

### COMPARATIVE STATEMENT OF ILLINOIS TRACTION COMPANY SHOWING RECEIPTS AND EXPENDITURES FOR YEARS 1908 TO 1912.

	1908	1909	1910	1911	1912
Earnings:					
Interurban Lines.....	\$1,847,380.99	\$1,980,778.60	\$2,440,592.13	\$2,864,793.33	\$2,964,955.06
City Lines.....	1,283,891.66	1,371,118.88	1,835,697.75	1,950,880.33	2,030,993.76
Gas .....	277,084.97	293,072.28	357,315.03	383,324.91	428,976.81
Electric .....	555,963.34	793,667.16	1,282,442.67	1,473,937.38	1,689,477.16
Heat .....	134,285.57	138,486.23	164,062.59	197,737.64	219,170.44
Miscellaneous .....	14.06	7,511.41	26,140.13	31,547.42	82,073.90
Total Gross Earnings.....	4,098,620.59	4,584,634.56	6,106,250.30	6,902,221.01	7,415,647.13
Total Operating Expenses & Taxes....	2,354,123.82	2,657,370.94	3,608,023.38	4,133,640.79	4,353,213.70
Net from Operating.....	1,744,496.77	1,927,263.62	2,498,226.92	2,768,580.22	3,062,433.43
Interest on Bonds, etc.....	1,220,537.05	1,258,050.46	1,536,687.31	1,885,221.56	1,975,968.88
Available for Dividend.....	523,959.72	669,213.16	961,539.61	883,358.66	1,086,464.55
Dividend on Preferred Stock.....	217,116.00	259,146.00	273,286.00	318,276.00	344,547.23
Surplus Income.....	306,843.72	410,067.16	688,253.61	565,082.66	741,917.32

There was expended during the year 1912 the sum of \$1,168,670.45 for Maintenance, Renewals and Betterments, being 15.7% of gross earnings as against \$1,012,864.01, or 14.7% for the year 1911.





# Exhibit C

## INDEBTEDNESS OF PROPERTIES CONTROLLED BY ILLINOIS TRACTION COMPANY DECEMBER 31, 1912.

BONDS :	OUTSTANDING	INTEREST RATE	DUE DATE
Bloomington, Decatur & Champaign Railroad, First Refunding Mortgage.....	\$ 1,496,000.00	5%	1940
Bloomington, Decatur & Champaign Railroad, General Mortgage.....	953,000.00	5%	1940
*Bloomington & Normal Railway Electric & Heating Company.....	600,000.00	5%	1927
*Bloomington & Normal Railway & Light Company, First & General Mortgage.....	783,000.00	5%	1928
Central Railway Company of Peoria.....	570,000.00	5%	1915
Chicago, Bloomington & Decatur Railway Company.....	4,000.00	5%	1936
Danville Consumers Coal Company.....	22,000.00	5%	1924
Danville & Eastern Illinois Railway Company.....	50,000.00	5%	1927
Danville & Northern Railroad Company.....	17,000.00	5%	1914
Danville & Southeastern Railway Company.....	60,000.00	5%	1929
Danville Street Railway & Light Company .....	676,000.00	5%	1913-1925
Danville Street Railway & Light Company, Debentures .....	865,000.00	5% & 6%	1929-1930
Danville, Urbana & Champaign Railway Company, First Mortgage.....	2,000,000.00	5%	1923
Danville, Urbana & Champaign Railway Company .....	772,000.00	6%	1913-1930
Decatur Gas & Electric Company, First Mortgage .....	255,000.00	5%	1913-1929
Decatur Gas & Electric Company, Second Mortgage .....	90,000.00	5%	1930
*Decatur Railway & Light Company, First Consolidated Mortgage.....	743,000.00	5%	1933
Decatur Railway & Light Company, General Mortgage .....	603,000.00	5%	1933
Decatur Traction & Electric Company.....	212,000.00	5%	1921
Des Moines Electric Company .....	1,817,000.00	5%	1914-1938
Des Moines Railway & Light Company.....	838,000.00	5%	1935
*Illinois Central Traction Company, First Mortgage .....	1,469,000.00	5%	1933
Illinois Central Traction Company, Temporary General Mortgage.....	570,000.00	5% & 6%	1929-1931
Jacksonville Gas, Light & Coke Company.....	160,000.00	5%	1913-1931
Jacksonville Railway & Light Company, First Mortgage.....	573,000.00	5%	1931
Kansas Railway & Light Company.....	1,448,000.00	5%	1935
Madison County Light & Power Company.....	433,000.00	5%	1936
Peoria, Bloomington & Champaign Traction Company, First Mortgage.....	280,000.00	5%	1936
Peoria Railway Company, First and Refunding Mortgage.....	2,275,000.00	5%	1913-1926
Peoria Railway Company, General Mortgage.....	630,000.00	5%	1926
Springfield & Northeastern Traction Company.....	800,000.00	5%	1936
St. Louis Electric Bridge Company.....	2,542,000.00	2½% to 5%	1929
St. Louis Electric Terminal Railway Company.....	1,724,000.00	2½% to 5%	1929
*St. Louis & Springfield Railway Company.....	451,000.00	5%	1933
St. Louis, Springfield & Peoria Railroad, First Mortgage.....	3,198,000.00	5%	1939
St. Louis, Springfield & Peoria Railroad, General Mortgage.....	3,951,000.00	5%	1939
Topeka Edison Company.....	835,000.00	5%	1913-1930
Topeka Railway Company.....	1,175,000.00	5%	1913-1930
Urbana & Champaign Railway, Gas & Electric Company, First Mortgage.....	146,000.00	5%	1913-1917
Urbana & Champaign Railway, Gas & Electric Company, Consolidated Mortgage .....	354,000.00	5%	1929
Urbana & Champaign Railway, Gas & Electric Company, Debentures .....	521,000.00	5% & 6%	1929-1930
Urbana Light, Heat & Power Company, Consolidated Mortgage.....	92,000.00	5%	1918-1927
Urbana Light, Heat & Power Company, First Mortgage.....	32,000.00	5%	1913-1920
	\$37,085,000.00		

\*Some bonds retired by this Company are held by the Trustees in the Sinking Fund under their Trust Agreements.

PREFERRED STOCK :	OUTSTANDING	DIVIDEND RATE
Bloomington, Decatur & Champaign Railroad—		
Series A.....	\$ 412,500.00	
Series B.....	225,000.00	\$ 637,500.00 5%
Bloomington & Normal Railway & Light Company.....		300,000.00 6%
St. Louis Electric Terminal Railway Company.....		1,000,000.00 5%
St. Louis, Springfield & Peoria Railroad—		
Series A .....	1,835,000.00	
Series B.....	737,000.00	2,572,000.00 5%
		\$4,509,500.00

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ILLINOIS TRACTION COMPANY  
APR 24 1914

# ILLINOIS TRACTION COMPANY

ANNUAL REPORT

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1913



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OF THE  
UNIVERSITY OF ILLINOIS  
JAN 10 1914

# ILLINOIS TRACTION COMPANY

Tenth Annual Report of the Directors  
to the Shareholders

January first, nineteen hundred and fourteen



## *Table of Contents*

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	PAGE
OFFICERS OF THE ILLINOIS TRACTION COMPANY.....	I-2
STATEMENT OF PROPERTIES.....	3-4
REPORT OF THE DIRECTORS.....	5-8
Exhibit A—Statements, Receipts and Expenditures, Assets and Liabilities .....	9
Exhibit B—Comparative Statement of Receipts and Expenditures.....	10
Exhibit C—Statement of Bonded Indebtedness.....	11
Map .....	follows Exhibit C

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# Officers of Illinois Traction Company

1913

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## Directors

HON. WM. B. MCKINLEY.....	President
GEO. M. MATTIS .....	Vice-President and Treasurer
T. B. MACAULAY .....	Secretary
S. H. EWING.....	Director
J. R. DOUGALL.....	Director
ABNER KINGMAN .....	Director
EDWARD WOODMAN.....	Director

---

## General Officers

President.....	HON. WM. B. MCKINLEY, Champaign, Ill.
Vice-President Executive and General Manager.....	H. E. CHUBBUCK, Peoria, Ill.
Vice-President and Treasurer.....	GEO. M. MATTIS, Champaign, Ill.
Secretary.....	T. B. MACAULAY, Montreal
Assistant General Manager—Interurban Lines.....	
.....	C. F. HANDSHY, Springfield, Ill.
Assistant General Manager—Kansas Properties.....	A. M. PATTEN, Topeka, Kas.
Assistant to Vice-President Executive.....	E. W. FOWLER, Peoria, Ill.

## Sundry Officers Illinois Traction System

Chartered Accountants and Supervising Auditors.....	
.....	P. S. ROSS & SONS, Montreal
General Attorney.....	GEO. W. BURTON, Peoria, Ill.
Attorney.....	JAMES A. KNOWLTON, Peoria, Ill.
Chief Surgeon.....	H. M. BASCOM, M. D., Peoria, Ill.
Comptroller.....	JNO. M. C. HORN, Champaign, Ill.
General Auditor.....	B. E. BRAMBLE, Champaign, Ill.
Chief Operating Engineer.....	R. F. CARLEY, Peoria, Ill.
Gas Engineer.....	F. W. BEDARD, Peoria, Ill.
Electrical Engineer.....	E. S. HIGHT, Peoria, Ill.
Purchasing Agent.....	H. J. VANCE, Peoria, Ill.
Publicity Manager.....	E. E. SOULES, Peoria, Ill.
Land Commissioner .....	C. E. ANDERSON, Champaign, Ill.

## OFFICERS ILLINOIS TRACTION SYSTEM (CONTINUED)

*General Superintendents of Properties*

M. G. LINN .....	Bloomington, Ill.
H. J. PEPPER.....	Champaign, Ill.
D. W. SNYDER, JR.....	Clinton, Ill.
J. E. JOHNSON.....	Danville, Ill.
M. L. HARRY.....	Decatur, Ill.
W. B. MISER .....	Jacksonville, Ill.
E. D. BELL.....	Madison County, Ill.
H. W. GARNER.....	Oskaloosa, Ia.
R. W. BAILEY.....	Peoria, Ill.
JOHN A. GLOVER.....	Urbana, Ill.
W. H. THOMSON, JR.....	Des Moines, Ia.
A. H. PURDY.....	Topeka, Kas.

*Officers Interurban Railway Department*

Traffic Manager.....	G. W. QUACKENBUSH, Springfield, Ill.
Engineer Maintenance of Way.....	L. B. MARTIN, Springfield, Ill.
Engineer Motive Power and Equipment.....	J. M. BOSENBURY, Peoria, Ill.
General Claim Agent.....	S. W. REYNOLDS, Springfield, Ill.
Signal Engineer.....	J. G. M. LEISENRING, Springfield, Ill.

## *Principal Component Properties*

### *Illinois Traction System*

BLOOMINGTON, DECATUR & CHAMPAIGN RAILROAD,  
BLOOMINGTON & NORMAL RAILWAY & LIGHT COMPANY,  
CLINTON GAS AND ELECTRIC COMPANY,  
COLFAX ELECTRIC LIGHT COMPANY,  
DANVILLE, CHAMPAIGN & DECATUR RAILWAY & LIGHT COMPANY,  
DANVILLE & EASTERN ILLINOIS RAILWAY COMPANY,  
DANVILLE & NORTHERN RAILROAD COMPANY,  
DANVILLE & SOUTHEASTERN RAILWAY COMPANY,  
DANVILLE STREET RAILWAY & LIGHT COMPANY,  
DANVILLE, URBANA & CHAMPAIGN RAILWAY COMPANY,  
DECATUR RAILWAY & LIGHT COMPANY,  
DES MOINES ELECTRIC COMPANY,  
DES MOINES RAILWAY & LIGHT COMPANY,  
ILLINOIS CENTRAL TRACTION COMPANY,  
JACKSONVILLE RAILWAY & LIGHT COMPANY,  
JACKSONVILLE RAILWAY COMPANY,  
KANSAS RAILWAY & LIGHT COMPANY,  
MADISON COUNTY LIGHT & POWER COMPANY,  
MONTEZUMA ELECTRIC LIGHT, POWER & HEATING COMPANY,  
MONTICELLO ELECTRIC LIGHT COMPANY,  
NEW VALLEY JUNCTION WATER & LIGHT COMPANY,  
OSKALOOSA & BUXTON ELECTRIC RAILWAY COMPANY,  
OSKALOOSA TRACTION & LIGHT COMPANY,  
PEORIA RAILWAY COMPANY,  
ST. LOUIS ELECTRIC BRIDGE COMPANY,  
ST. LOUIS ELECTRIC TERMINAL RAILWAY COMPANY,  
ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD,  
TOPEKA EDISON COMPANY,  
TOPEKA RAILWAY COMPANY,  
URBANA & CHAMPAIGN RAILWAY, GAS & ELECTRIC COMPANY,  
URBANA LIGHT, HEAT & POWER COMPANY.

## *Resumé of Service, Exclusive of Interurban, in Various Cities*

### *Street Railway*

BLOOMINGTON AND NORMAL,  
CHAMPAIGN AND URBANA,  
DANVILLE,  
DECATUR,  
JACKSONVILLE,  
PEORIA,  
ST. LOUIS, MO., GRANITE CITY, MADISON  
AND VENICE,  
TOPEKA, KANSAS,  
OSKALOOSA, IOWA.

### *Gas*

CHAMPAIGN AND URBANA,  
CARLINVILLE,  
CLINTON,  
DANVILLE,  
DECATUR,  
JACKSONVILLE.

### *Heating*

BLOOMINGTON AND NORMAL,  
CHAMPAIGN, CLINTON,  
DANVILLE, DECATUR,  
OSKALOOSA, IOWA, TOPEKA, KANSAS,  
URBANA.

### *Electric Lighting and Power*

BLOOMINGTON AND	JACKSONVILLE,
NORMAL,	LEXINGTON,
BROOKLYN,	MADISON,
CARLINVILLE,	MEADOWS,
CHAMPAIGN,	MONTENZUMA, IOWA,
CHENOA,	MONTICELLO,
CHRISMAN,	MORTON,
CLINTON,	NATIONAL CITY,
COLFAX, IOWA,	NEW SHARON, IOWA,
DANVILLE,	OSKALOOSA, IOWA,
DECATUR,	RIDGE FARM,
DES MOINES, IOWA,	SIDELL,
EDWARDSVILLE,	TREMONT,
EL PASO,	TOPEKA, KANSAS,
EAST ALTON,	URBANA,
GLEN CARBON,	VALLEY JUNCTION,
GRIDLEY,	VENICE,
GEORGETOWN,	VERMILION GROVE,
GRANITE CITY,	WOOD RIVER,
HUDSON,	WESTVILLE,
INDIANOLA,	WORDEN.



## TO THE SHAREHOLDERS

### OF THE ILLINOIS TRACTION COMPANY

The Board of Directors take pleasure in submitting the Tenth Annual Report, together with Balance Sheet, Statement of Receipts and Expenditures, and other statistics of your Company for the year ending December 31st, 1913.

As will be noted from the accompanying statistical statements, gratifying increases in gross and net earnings over previous years have been developed from operation.

Gross Revenue for the year was \$7,948,097.51 derived in the following manner :

From Interurban Railroads.....	\$3,055,519.76
From City Lines.....	2,129,803.61
From Electric Lighting and Power.....	1,977,349.50
From Gas Lighting and Fuel.....	466,449.66
From Steam Heating.....	247,530.48
From Miscellaneous .....	71,444.50

Gross Revenue increased during the year \$532,450.38 or 7.18 per cent.

Net Earnings increased during the year \$272,327.96 or 8.89 per cent.

Surplus Income increased during the year \$113,933.25 or 15.35 per cent.

Surplus Income for the year after paying 6 per cent dividends on the Company's Preferred Stock, was \$855,850.57, equivalent to 8.56 per cent. upon the Common Stock of the Company, as against 7.43 per cent. for the preceding year. Surplus Account therefore stood at December 31st, 1913, as follows:

Balance brought forward from 1912.....	\$2,350,882.67	
Surplus Income for 1913.....	855,850.57	\$3,206,733.24
Appropriation for Depreciation (in addition to \$964,260.89 charged to Operating Account for Maintenance, Betterments and Renewals).....	379,228.40	
Bond Discount of Controlled Companies .....	52,493.63	
Common Stock Dividend (three quarterly payments at 3 per cent per annum .....	224,805.00	656,527.03
Balance carried forward.....		\$2,550,206.21

Comparative Statement of Receipts and Expenditures for the years ending December 31st, 1911, 1912 and 1913.

Earnings	1911	1912	1913
Interurban Lines.....	\$2,864,793.33	\$2,964,955.06	\$3,055,519.76
City Lines .....	1,950,880.33	2,030,993.76	2,129,803.61
Electric .....	1,473,937.38	1,689,477.16	1,977,349.50
Gas .....	383,324.91	428,976.81	466,449.66
Heat .....	197,737.64	219,170.44	247,530.48
Miscellaneous .....	31,547.42	82,073.90	71,444.50
Total Gross Earnings.....	6,902,221.01	7,415,647.13	7,948,097.51
Total Operating Ex-			
penses and Taxes.....	4,133,640.79	4,353,213.70	4,613,336.12
Net from Operating.....	2,768,580.22	3,062,433.43	3,334,761.39
Interest on Bonds, etc.....	1,885,221.56	1,975,968.88	2,072,538.81
Available for Dividends	883,358.66	1,086,464.55	1,262,222.58
Dividend on Preferred			
Stock .....	318,276.00	344,547.23	406,372.01
Surplus Income .....	565,082.66	741,917.32	855,850.57
Dividend on Common			
Stock .....			224,805.00
Net Surplus .....			631,045.57

MAINTENANCE, RENEWALS AND BETTERMENTS

The practice of maintaining in a high state of efficiency the physical condition of all the properties controlled by the Company, has been continued. During the year there was expended on this account the sum of **\$1,343,489.29** which was **16.9** per cent. of the gross receipts, as against **15.7** per cent. the previous year.

IMPROVEMENTS

During the year there was also expended for Improvements on the properties controlled by the Company **\$1,660,155.96**.

INTERURBAN LINES

Additional passenger motor and trail cars have been supplied and equipment in service at December 31st was

89 Passenger Motors	21 Engines
21 Passenger Trailers	116 Box
6 Parlor Cars	319 Gondola
4 Sleeping Cars	37 Flat
4 Combination Passenger and Baggage	9 Refrigerator
17 Express Motors	2 Scenery
98 Express Trailers	228 Hopper Bottom
6 Line Motors	13 Cabooses
	54 Miscellaneous and Work Cars

The installation of electric automatic block signals was started between Springfield and Carlinville and between Staunton and Edwardsville and at December 31st the work was fifty per cent. completed. The interurban now has 145 miles of its trackage protected by these signals. It is interesting to note that during the year the signal operation was 99.97 per cent. perfect.

Three new grain elevators have been constructed at points along the line, making a total of twenty such elevators now operating.

Over five miles of industrial tracks and side tracks have been added and additional track connections with four railroads made.

The roadbed has been well maintained and improved—fourteen bridges being replaced with permanent concrete openings.

A 5000 kilowatt turbine has been ordered for installation in the Riverton power house which will produce surplus energy to cope with almost any emergency.

#### GENERAL

Particular attention has been devoted to increasing efficiency and economy in the power plants and satisfactory results have been obtained.

The usual rate of increase in consumers has prevailed on the city electric and gas properties and exceptionally large power contracts were secured at Bloomington and Decatur.

The installation of a new gas plant, of the most modern and efficient type and 600,000 cubic feet in capacity, was started at Decatur and about half completed during the year.

New properties were acquired as follows:

##### In Illinois—

Monticello Electric Light Company  
Clinton Gas & Electric Company  
Lexington Electric Light Company

##### In Iowa—

Oskaloosa & Buxton Electric Railway Company  
Oskaloosa Traction & Light Company  
Montezuma Electric Light, Power & Heating Company  
Colfax Electric Light Company  
New Valley Junction Water & Light Company

A new three-story brick terminal and office building was erected at Champaign. The erection of the Peoria terminal building was temporarily delayed but it is expected to proceed with the work on this building early next year.

Crop conditions throughout Illinois were not up to the usual average and in Kansas the partial failure of the crops was reflected in reduced earnings of the properties in that state.

It is gratifying to report the freedom from serious accidents in the operation of all the properties.

During the past year the Common Stock was put upon a dividend basis at the rate of 3 per cent. per annum, the first quarterly dividend being paid on the fifteenth of May last.

#### WESTERN RAILWAYS & LIGHT COMPANY

As the management of the Western Railways & Light Company and the Illinois Traction Company has been substantially identical for the past seven years, the advisability of consolidating the two companies has been under serious consideration. In this connection an offer may shortly be made to the shareholders of the Western Railways & Light Company. This consolidation is, in the opinion of your Directors, natural and reasonable and beneficial to both companies and to their shareholders.

#### CONCLUSION

The accounts have as usual been audited by the Messrs. P. S. Ross & Sons, Chartered Accountants, Montreal, who have affixed their signatures to the balance sheet and other statements.

The Board take pleasure in again recording their appreciation of the efficient service rendered by all the Officers, Heads of Departments and the employes generally.

Respectfully submitted,

W. B. MCKINLEY,  
President.

H. E. CHUBBUCK,  
Vice President Executive.



## Exhibit "A"

STATEMENT OF PROPERTIES  
CONTROLLED BY  
ILLINOIS TRACTION COMPANY

RECEIPTS AND EXPENDITURES

FOR THE YEAR ENDING DECEMBER 31, 1913.

## Earnings:

Interurban Lines.....	\$ 3,055,519.76
City Lines.....	2,129,803.61
Gas .....	466,449.66
Electric .....	1,977,349.50
Heat .....	247,530.48
Miscellaneous .....	71,444.50
Total Gross Earnings.....	\$ 7,948,097.51
Total Operating Expenses including Taxes.....	4,613,336.12
Net from Operation.....	\$ 3,334,761.39
Interest on Bonds, etc.....	2,072,538.81
Available for Dividends.....	\$ 1,262,222.58
Dividend on Preferred Stock.....	406,372.01
Surplus Income .....	\$ 855,850.57
Dividend on Common Stock.....	224,805.00
Balance .....	\$ 631,045.57

ASSETS AND LIABILITIES

As At DECEMBER 31, 1913.

ASSETS

Stocks of Subsidiary Companies.....	\$18,305,829.86
Advances made to Subsidiary Companies.....	1,053,811.52
Due by Subsidiary Companies.....	596,377.86
Accounts and Notes Receivable.....	321,280.82
Stores on Hand.....	262,054.81
Cash in Bank .....	294,252.02
	<u>\$20,833,606.89</u>

LIABILITIES

Capital Stock—Preferred.....	\$ 7,135,500.00
Capital Stock—Common.....	9,993,400.00
Accounts and Notes Payable.....	657,346.25
Accrued Interest and Dividend on Controlled Companies not yet due.....	439,570.75
Special Reserves .....	57,583.68
Surplus to Jan. 1st, 1913.....	\$ 2,350,882.67
Surplus for 1913.....	631,045.57
	<u>\$ 2,981,928.24</u>
Appropriated For:	
Depreciation .....	\$379,228.40
Bond Discount .....	52,493.63      431,722.03
Balance Carried Forward .....	\$ 2,550,206.21 <u>\$20,833,606.89</u>

Certified Correct

THE PRESIDENT AND SHAREHOLDERS  
OF THE ILLINOIS TRACTION COMPANY,  
CHAMPAIGN, ILLINOIS.

B. E. BRAMBLE  
General Auditor

GENTLEMEN:—

We hereby certify that the foregoing statement in our opinion, exhibits correctly the financial position of your Company as at 31st December, 1913, as shown by the books of account.

The securities covering the investments of the Company have been verified by personal inspection or Trustees' certificates. The Cash and Bank balances have been verified. The value of Stores and Supplies have been substantiated by signed Inventories. The disbursements during the year have been verified by satisfactory vouchers.

MONTREAL, CANADA, March 4, 1914.

P. S. ROSS & SONS,  
Chartered Accountants.



# Exhibit "B"

## COMPARATIVE STATEMENT OF ILLINOIS TRACTION COMPANY SHOWING

### RECEIPTS AND EXPENDITURES FOR YEARS 1908 TO 1913.

Earnings:	1908	1909	1910	1911	1912	1913
Interurban Lines .....	\$1,847,380.99	\$1,980,778.60	\$2,440,592.13	\$2,864,793.33	\$2,964,955.06	\$3,055,519.76
City Lines .....	1,283,891.66	1,371,118.88	1,835,697.75	1,950,880.33	2,030,993.76	2,129,803.61
Gas .....	277,084.97	293,072.28	357,315.03	383,324.91	428,976.81	466,449.66
Electric .....	555,963.34	793,667.16	1,282,442.67	1,473,937.38	1,689,477.16	1,977,349.50
Heat .....	134,285.57	138,486.23	164,062.59	197,737.64	219,170.44	247,530.48
Miscellaneous .....	14.06	7,511.41	26,140.13	31,547.42	82,073.90	71,444.50
Total Gross Earnings .....	4,098,620.59	4,584,634.56	6,106,250.30	6,902,221.01	7,415,647.13	7,948,097.51
Total Operating Expenses and Taxes....	2,354,123.82	2,657,370.94	3,608,023.38	4,133,640.79	4,353,213.70	4,613,336.12
Net from Operating .....	1,744,496.77	1,927,263.62	2,498,226.92	2,768,580.22	3,062,433.43	3,334,761.39
Interest on Bonds, etc.....	1,220,537.05	1,258,050.46	1,536,687.31	1,885,221.56	1,975,968.88	2,072,538.81
Available for Dividend.....	523,959.72	669,213.16	961,539.61	883,358.66	1,086,464.55	1,262,222.58
Dividend on Preferred Stock.....	217,116.00	259,146.00	273,286.00	318,276.00	344,547.23	406,372.01
Surplus Income .....	306,843.72	410,067.16	688,253.61	565,082.66	741,917.32	855,850.57

There was expended during the year 1913 the sum of \$1,343,489.29 for Maintenance, Renewals and Betterments, being 16.9% of gross earnings as against \$1,168,670.45, or 15.7% for the year 1912.

## Exhibit "C"

INDEBTEDNESS OF PROPERTIES  
CONTROLLED BY  
ILLINOIS TRACTION COMPANY  
DECEMBER 31, 1913.

Bonds:

	Outstanding	Rate Interest	Date Due
Bloomington, Decatur & Champaign Railroad, 1st Refunding Mortgage.....	\$1,496,000.00	5%	1940
Bloomington, Decatur & Champaign Railroad, General Mtg.....	1,390,000.00	5% & 6%	1940
Bloomington & Normal Railway, Electric & Heating Company....	600,000.00	5%	1927
Bloomington & Normal Railway & Light Company, First and General Mortgage.....	968,000.00	5%	1928
Central Railway Company of Peoria.....	570,000.00	5%	1915
Chicago, Bloomington & Decatur Railway Company.....	4,000.00	5%	1936
Clinton Gas & Electric Company, First Mortgage.....	175,000.00	6%	1937
Danville Consumers Coal Company.....	21,000.00	5%	1924
Danville & Eastern Illinois Railway Company.....	50,000.00	5%	1938
Danville & Northern Railroad Company.....	17,000.00	5%	1914
Danville & Southeastern Railway Company.....	60,000.00	5%	1929
Danville Street Railway & Light Company.....	670,000.00	5%	1914-1925
Danville Street Railway & Light Co., Consolidated and Refunding 5% Debentures.....	912,000.00	5%	1938
Danville, Urbana & Champaign Railway Company, First Mtg.	2,000,000.00	5%	1923
Danville, Urbana & Champaign Railway Company.....	992,000.00	6%	1914-1930
Danville, Champaign & Decatur Railway Co. Collateral Trust...	2,291,000.00	5%	1938
Decatur Gas & Electric Company, First Mortgage.....	240,000.00	5%	1914-1929
Decatur Gas & Electric Company, Second Mortgage.....	90,000.00	5%	1930
Decatur Railway & Light Company, First Consolidated Mortgage	743,000.00	5%	1933
Decatur Railway & Light Co., Consolidated & Refunding 5% Mortgage.....	869,000.00	5%	1938
Decatur Traction & Electric Company.....	212,000.00	5%	1921
Des Moines Electric Company.....	1,907,000.00	5%	1914-1938
Des Moines Railway & Light Company.....	838,000.00	5%	1935
Illinois Central Traction Company, First Mortgage.....	1,469,000.00	5%	1933
Illinois Central Traction Company, Temporary General Mtg...	746,000.00	5% & 6%	1929-1931
Jacksonville Gas Light & Coke Company.....	155,000.00	5%	1914-1931
Jacksonville Railway & Light Company, First Mortgage.....	573,000.00	5%	1931
Kansas Railway & Light Company.....	1,436,000.00	5%	1935
Madison County Light & Power Company.....	531,000.00	5% & 6%	1936
Okaloosa Traction & Light Company, First Mortgage.....	245,000.00	5%	1923
Peoria, Bloomington & Champaign Traction Co., First Mortgage	280,000.00	5%	1936
Peoria Railway Company, First and Refunding Mortgage.....	2,394,000.00	5%	1914-1926
Peoria Railway Company, General Mortgage.....	813,000.00	6%	1926
Springfield & Northeastern Traction Company.....	145,000.00	5%	1936
St. Louis Electric Bridge Company.....	2,592,000.00	4% to 6%	1929
St. Louis Electric Terminal Railway Company.....	1,724,000.00	4% to 5%	1929
St. Louis & Springfield Railway Company.....	451,000.00	5%	1933
St. Louis, Springfield & Peoria Railroad, First Mortgage.....	4,653,000.00	5%	1939
St. Louis, Springfield & Peoria Railroad, General Mortgage.....	4,157,000.00	5% & 6%	1939
Peopeka Edison Company.....	820,000.00	5%	1914-1930
Peopeka Railway Company.....	1,160,000.00	5%	1914-1930
Urbana & Champaign Railway, Gas & Electric Co., 1st Mortgage.....	138,000.00	5%	1914-1917
Urbana & Champaign Railway Gas & Electric Co., Consol. Mtg.	354,000.00	5%	1929
Urbana & Champaign Railway Gas & Electric Co., Consolidated & Refunding 5% Debentures.....	689,000.00	5%	1938
Urbana Light, Heat & Power Company, Consolidated Mortgage..	92,000.00	5%	1918-1927
Urbana Light, Heat & Power Company, First Mortgage.....	29,000.00	5%	1914-1920
Urbana Light, Heat & Power Company, Consolidated and Refunding 5% Mortgage.....	10,000.00	5%	1938
	\$42,771,000.00		

Some bonds retired by this Company are held by the Trustees in the Sinking Fund under their Trust Agreements.

These Bonds are held by the Danville, Champaign & Decatur Railway and Light Company as collateral.

Preferred Stock:

	Outstanding	Dividend Rate
Bloomington, Decatur & Champaign Railroad—		
Series A .....	\$ 412,500.00	
Series B .....	225,000.00	
Bloomington & Normal Railway & Light Company.....	\$ 637,500.00	5%
St. Louis Electric Terminal Railway Company.....	450,000.00	6%
St. Louis, Springfield & Peoria Railroad—	1,000,000.00	5%
Series A .....	1,835,000.00	
Series B .....	737,000.00	
	2,572,000.00	5%
	\$4,659,500.00	



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# ILLINOIS TRACTION COMPANY

Eleventh Annual Report of the Directors  
to the Shareholders

January first, nineteen hundred fifteen





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# ILLINOIS TRACTION COMPANY

Eleventh Annual Report of the Directors  
to the Shareholders

January first, nineteen hundred fifteen

## Table of Contents

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	PAGE
OFFICERS OF THE ILLINOIS TRACTION COMPANY .....	3-4
STATEMENT OF PROPERTIES .....	5
RESUME OF SERVICE .....	6
REPORT OF THE DIRECTORS .....	7-9
Exhibit A—Statements, Receipts and Expenditures, Assets and Liabilities .....	10
Exhibit B—Comparative Statement of Receipts and Expenditures...	11

# Officers of Illinois Traction Company

1914

## Directors

HON. WM. B. MCKINLEY.....	President
GEO. M. MATTIS .....	Vice-President and Treasurer
T. B. MACAULAY.....	Secretary
S. H. EWING.....	Director
J. R. DOUGALL.....	Director
ABNER KINGMAN .....	Director
EDWARD WOODMAN .....	Director

## General Officers

President.....	HON. WM. B. MCKINLEY, Champaign, Ill.
Vice-President Executive and General Manager,	H. E. CHUBBUCK, Peoria, Ill.
Vice-President and Treasurer.....	GEO. M. MATTIS, Champaign, Ill.
Assistant Treasurer .....	W. H. CARNAHAN, Champaign, Ill.
Secretary.....	T. B. MACAULAY, Montreal, Canada
Assistant General Manager—Interurban Lines	C. F. HANDSHY, Springfield, Ill.
Assistant General Manager—Kansas Properties,	A. M. PATTEN, Topeka, Kan.
Assistant to Vice-President Executive.....	E. W. FOWLER, Peoria, Ill.

## Sundry Officers Illinois Traction System

### Chartered Accountants and Supervising Auditors

	P. S. ROSS & SONS, Montreal, Canada
General Auditor .....	B. E. BRAMBLE, Champaign, Ill.
General Attorney .....	GEO. W. BURTON, Peoria, Ill.
Attorney .....	JAMES A. KNOWLTON, Peoria, Ill.
Chief Surgeon.....	H. M. BASCOM, M. D., Peoria, Ill.
Comptroller.....	JNO. M. C. HORN, Champaign, Ill.
Supervisor of Operating Expenditures.....	W. J. ACHELPOHL, Peoria, Ill.
Chief Operating Engineer.....	R. F. CARLEY, Peoria, Ill.
Gas Engineer.....	F. W. BEDARD, Peoria, Ill.
Electrical Engineer.....	E. S. HIGHT, Peoria, Ill.
Purchasing Agent.....	H. J. VANCE, Peoria, Ill.
Publicity Manager.....	E. E. SOULES, Peoria, Ill.
Land Commissioner.....	C. E. ANDERSON, Champaign, Ill.

## General Superintendents of Properties

M. G. LINN.....	Bloomington, Illinois
W. F. CROSSLEY.....	Cairo, Illinois
H. J. PEPPER.....	Champaign, Illinois
C. A. CLINE.....	Clinton, Illinois
J. E. JOHNSON.....	Danville, Illinois
M. L. HARRY.....	Decatur, Illinois
FOSTER HANNAFORD .....	Galesburg, Illinois
W. B. MISER.....	Jacksonville, Illinois
F. E. FISHER.....	Joliet, Illinois
L. W. HESS.....	LaSalle, Peru, and Ottawa, Illinois
R. W. BAILEY.....	Peoria, Illinois
W. A. MARTIN.....	Quincy, Illinois
J. A. GLOVER.....	Urbana, Illinois
W. H. THOMSON, JR. ....	Des Moines, Iowa
A. H. R. JACKSON.....	Oskaloosa, Iowa
J. W. WAGGENER.....	Atchison, Kansas
A. H. PURDY.....	Topeka, Kansas
A. M. PATTEN.....	Topeka, Kansas
C. R. LEWIS.....	Wichita, Kansas
D. W. SNYDER, JR. ....	Jefferson City, Missouri
E. D. BELL.....	St. Louis, Missouri

## Officers Interurban Railway Department

General Freight Agent.....	C. E. BODE, Springfield, Illinois
General Passenger Agent.....	W. P. POTTER, Springfield, Illinois
Engineer Maintenance of Way.....	L. B. MARTIN, Springfield, Illinois
Engineer Motive Power and Equipment.....	J. M. BOSENBURY, Peoria, Illinois
General Claim Agent.....	S. W. REYNOLDS, Springfield, Illinois
Signal Engineer.....	J. G. M. LEISENRING, Springfield, Illinois
Superintendent Sleeping and Parlor Cars....	J. B. HUGHEY, Springfield, Illinois
Industrial Agent.....	W. H. EVANS, Lincoln, Illinois

# Principal Component Properties

## Illinois Traction System

ATCHISON RAILWAY, LIGHT & POWER COMPANY  
BLOOMINGTON, DECATUR & CHAMPAIGN RAILROAD  
BLOOMINGTON & NORMAL RAILWAY & LIGHT COMPANY  
CAIRO CITY GAS COMPANY  
CAIRO ELECTRIC & TRACTION COMPANY  
CAIRO & ST. LOUIS RAILWAY COMPANY  
CAIRO RAILWAY & LIGHT COMPANY  
CENTRAL LIGHTING COMPANY  
CHICAGO, OTTAWA & PEORIA RAILWAY COMPANY  
CITIZENS LIGHTING COMPANY  
CITIZENS PURE ICE COMPANY  
CLINTON GAS & ELECTRIC COMPANY  
COLFAX ELECTRIC LIGHT COMPANY  
CONSUMERS WATER & LIGHT COMPANY OF MARSEILLES  
DANVILLE, CHAMPAIGN & DECATUR RAILWAY & LIGHT COMPANY  
DANVILLE & EASTERN ILLINOIS RAILWAY COMPANY  
DANVILLE & NORTHERN RAILROAD COMPANY  
DANVILLE & SOUTHEASTERN RAILWAY COMPANY  
DANVILLE STREET RAILWAY & LIGHT COMPANY  
DANVILLE, URBANA & CHAMPAIGN RAILWAY COMPANY  
DECATUR RAILWAY & LIGHT COMPANY  
DES MOINES ELECTRIC COMPANY  
DES MOINES & CENTRAL IOWA ELECTRIC COMPANY  
GALESBURG RAILWAY, LIGHTING & POWER COMPANY  
ILLINOIS CENTRAL TRACTION COMPANY  
JACKSONVILLE RAILWAY & LIGHT COMPANY  
JACKSONVILLE RAILWAY COMPANY  
JEFFERSON CITY LIGHT, HEAT & POWER COMPANY  
KANSAS RAILWAY & LIGHT COMPANY  
MADISON COUNTY LIGHT & POWER COMPANY  
MONTEZUMA ELECTRIC LIGHT, POWER & HEATING COMPANY  
MONTICELLO ELECTRIC LIGHT COMPANY  
MOUND CITY LIGHT & WATER COMPANY  
NEW VALLEY JUNCTION WATER & LIGHT COMPANY  
NORTHERN ILLINOIS LIGHT & TRACTION COMPANY  
OSKALOOSA & BUXTON ELECTRIC RAILWAY COMPANY  
OSKALOOSA TRACTION & LIGHT COMPANY  
PEORIA RAILWAY COMPANY  
PEORIA TRACTION COMPANY  
QUINCY RAILWAY COMPANY  
ST. LOUIS ELECTRIC BRIDGE COMPANY  
ST. LOUIS ELECTRIC TERMINAL RAILWAY COMPANY  
ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD  
TOPEKA EDISON COMPANY  
TOPEKA RAILWAY COMPANY  
URBANA & CHAMPAIGN RAILWAY, GAS & ELECTRIC COMPANY  
URBANA LIGHT, HEAT & POWER COMPANY  
WICHITA RAILROAD & LIGHT COMPANY



# Resume of Service, Exclusive of Interurban, in Various Cities

---

## Street Railway

ATCHISON, KANSAS  
BLOOMINGTON, ILLINOIS  
CAIRO, ILLINOIS  
CHAMPAIGN, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
GALESBURG, ILLINOIS  
GRANITE CITY, ILLINOIS  
JACKSONVILLE, ILLINOIS  
LASALLE, ILLINOIS  
MADISON, ILLINOIS  
NORMAL, ILLINOIS  
OTTAWA, ILLINOIS  
OSKALOOSA, IOWA  
PEORIA, ILLINOIS  
PERU, ILLINOIS  
PRINCETON, ILLINOIS  
QUINCY, ILLINOIS  
ST. LOUIS, MISSOURI  
TOPEKA, KANSAS  
URBANA, ILLINOIS  
VENICE, ILLINOIS  
WICHITA, KANSAS

## Gas

CAIRO, ILLINOIS  
CARLINVILLE, ILLINOIS  
CHAMPAIGN, ILLINOIS  
CLINTON, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
GALESBURG, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
LASALLE, ILLINOIS  
PERU, ILLINOIS  
URBANA, ILLINOIS

## Heating

BLOOMINGTON, ILLINOIS  
CHAMPAIGN, ILLINOIS  
CLINTON, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
GALESBURG, ILLINOIS  
OSKALOOSA, IOWA  
TOPEKA, KANSAS  
URBANA, ILLINOIS

## Water

MARSEILLES, ILLINOIS  
MOUND CITY, ILLINOIS

## Ice

JACKSONVILLE, ILLINOIS

## Electric Lighting and Power

ATCHISON, KANSAS  
ABINGDON, ILLINOIS  
BLOOMINGTON, ILLINOIS  
BROOKLYN, ILLINOIS  
CAIRO, ILLINOIS  
CARLINVILLE, ILLINOIS  
CHAMPAIGN, ILLINOIS  
CHENOA, ILLINOIS  
CHRISMAN, ILLINOIS  
CLINTON, ILLINOIS  
COLFAX, IOWA  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
DES MOINES, IOWA  
EDWARDSVILLE, ILLINOIS  
EL PASO, ILLINOIS  
EAST ALTON, ILLINOIS  
GALESBURG, ILLINOIS  
GLEN CARBON, ILLINOIS  
GRIDLEY, ILLINOIS  
GEORGETOWN, ILLINOIS  
GRANITE CITY, ILLINOIS  
HUDSON, ILLINOIS  
INDIANOLA, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
KNOXVILLE, ILLINOIS  
LASALLE, ILLINOIS  
LEXINGTON, ILLINOIS  
MADISON, ILLINOIS  
MEADOWS, ILLINOIS  
MONTEZUMA, IOWA  
MONTICELLO, ILLINOIS  
MORTON, ILLINOIS  
MARSEILLES, ILLINOIS  
MOUND CITY, ILLINOIS  
NATIONAL CITY, ILLINOIS  
NEW SHARON, IOWA  
NORMAL, ILLINOIS  
OSKALOOSA, IOWA  
OTTAWA, ILLINOIS  
PERU, ILLINOIS  
RIDGE FARM, ILLINOIS  
SIDELL, ILLINOIS  
TREMONT, ILLINOIS  
TOPEKA, KANSAS  
URBANA, ILLINOIS  
VALLEY JUNCTION, IOWA  
VENICE, ILLINOIS  
VERMILLION GROVE, ILLINOIS  
WOOD RIVER, ILLINOIS  
WESTVILLE, ILLINOIS  
WORDEN, ILLINOIS

TO THE SHAREHOLDERS  
OF THE ILLINOIS TRACTION COMPANY

The Board of Directors take pleasure in submitting the Eleventh Annual Report of your Company, together with Balance Sheet, Statement of Receipts and Expenditures, and other statistics, for the year ending December 31st, 1914.

The arrangement which had been under consideration for several months covering the consolidation of the Western Railways & Light Company with the Illinois Traction Company, was consummated on a basis acceptable to the Directors of each company. The following operating properties of the Western Railways & Light Company were thereby brought under the management of the Illinois Traction Company, and the accompanying financial report includes the statements of these properties.

Atchison Railway, Light & Power Company—Kansas.  
Cairo City Gas Company—Illinois  
Cairo Electric & Traction Company—Illinois.  
Cairo & St. Louis Railway Company—Illinois.  
Chicago, Ottawa & Peoria Railway Company—Illinois.  
Citizens Lighting Company—LaSalle-Peru, Illinois.  
Consumers Water & Light Company of Marseilles—Ill.  
Galesburg Railway, Lighting & Power Company—Ill.  
Jefferson City Light, Heat & Power Company—Mo.  
Mound City Light & Water Company—Illinois.  
Northern Illinois Light & Traction Company—Ottawa, Ill.  
Quincy Railway Company—Illinois.  
Wichita Railroad & Light Company—Kansas.

Satisfactory increases are shown in the electric and gas departments which were obtained by judicious advertising and strenuous campaigns for the introduction of improved appliances for the use of gas and electricity.

The interurban and street railway receipts have been affected by the general business depression, which caused the closing of many manufactories in whole or in part, and by the increased use both in town and country of the automobile, resulting in a slight decrease in the earnings of these properties.

The physical condition of the properties owned by the Company has been well maintained and improvements needed to bring about operating economies and keep pace with the natural development, have been provided.

## INTERURBAN LINES

Between Springfield and Carlinville and between Staunton and Edwardsville the installation of electric automatic block signals was completed, and there is now protected by this type of signal all the interurban trackage contemplated when the installation was decided upon.

The addition of the 5000 K. W. turbine in the Riverton power station will result in an assured continuity of power supply and a general saving in power generating cost.

The demand on the freight equipment was such as to justify the purchase of additional cars and an order was placed for fifty standard hopper bottom coal cars, fifty-ton capacity.

There was no abatement in the construction of industrial tracks, nor in the replacement of temporary wooden bridges with permanent concrete structures of increased capacity.

## GENERAL

Close application to securing more efficiency and economy in the operation of generating stations and reduction of all items of expense which could be made without detriment to the properties, resulted in a gratifying decrease in the operating costs at generating stations.

This saving was partly offset by the increase in taxes and the increase in wages to trainmen. Taxes for the year were \$61,484.00 or approximately 16.6 per cent., above the amount so expended the previous year. Wage agreements with trainmen on several of the city and interurban lines expired and the terms of renewal agreements, which were decided by arbitration, provided for wage schedules which in the aggregate for the year increased our expense \$31,617.00.

At December 31st the surplus of the Western Illinois Accident Association stood at \$33,205.96, there having been absorbed in the years 1911, 1912, 1913 and 1914 the extraordinary accident

loss of the interurban lines in 1910. In addition the Association has properly taken care of all accident claims against the operating companies, and the surplus is steadily increasing.

There were no serious accidents and the relations between the management and employees remained undisturbed.

## CONCLUSION

The accounts have as usual been audited by the Messrs. P. S. Ross & Sons, Chartered Accountants, Montreal, who have affixed their signatures to the balance sheet and other statements.

It is with pleasure that the loyal and efficient services of the Officers, Heads of Departments and Employees generally are hereby recorded.

W. B. MCKINLEY,

President.

H. E. CHUBBUCK,

Vice-President Executive.

# EXHIBIT "A"

## STATEMENT OF PROPERTIES CONTROLLED BY ILLINOIS TRACTION COMPANY

RECEIPTS AND EXPENDITURES  
FOR THE YEAR ENDING DECEMBER 31, 1914.

**EARNINGS:**

Interurban Lines .....	\$ 3,626,635.54
City Lines .....	3,021,859.55
Gas .....	877,982.40
Electric .....	3,002,378.13
Heat .....	314,640.22
Water .....	14,385.69
Miscellaneous .....	254,972.73
Total Gross Earnings .....	\$11,112,854.26
Total Operating Expenses, Including Taxes .....	6,587,462.64
Net from Operation .....	\$ 4,525,391.62
Interest on Bonds, etc. ....	3,290,786.59
	\$ 1,234,605.03
Less: Depreciation .....	309,579.72
	\$ 925,025.31
Less: Bond Discount for 1914 .....	47,956.52
Surplus, 1914 .....	\$ 877,068.79

### ASSETS AND LIABILITIES As at DECEMBER 31, 1914.

ASSETS

Stocks of Subsidiary Companies .....	\$20,023,772.21
Advances made to Subsidiary Companies .....	1,888,925.92
Accounts and Notes Receivable .....	348,079.24
Stores on Hand .....	234,910.10
Cash in Bank .....	148,091.95

LIABILITIES

Capital Stock—Common .....	\$12,251,100.00
Capital Stock—Preferred .....	7,135,500.00
Illinois Traction Debenture Bonds .....	810,000.00
Accounts and Notes Payable .....	505,633.50
Surplus to Jan. 1st, 1914.....	\$ 2,550,206.21
*Total Unexpired Bond Discount .....	\$ 623,517.96
Income Tax Adjust. ....	35,740.89
Fire Loss Account .....	30,949.73
	690,208.58
Surplus for 1914 .....	\$ 1,859,997.63
	877,068.79
	\$ 2,737,066.42
Less: Dividend on Preferred Stock .....	428,130.00
	\$ 2,308,936.42
Less: Dividend on Common Stock .....	367,390.50
Balance carried forward .....	1,941,545.92
	\$22,643,779.42

\* The Directors have considered it advisable to write off the entire unexpired balance of discount on bonds out of the accumulated surplus instead of providing for this discount in yearly amounts during the life of the bonds, in order that the assets of the Company may show on as accurate a basis as possible.

Certified Correct:

B. E. BRAMBLE,  
General Auditor.

THE PRESIDENT AND SHAREHOLDERS  
OF THE ILLINOIS TRACTION COMPANY,  
CHAMPAIGN, ILLINOIS.

GENTLEMEN:

We hereby certify that the foregoing statement in our opinion, exhibits correctly the financial position of your Company as at 31st December, 1914, as shown by the books of account.

The securities covering the investments of the Company have been verified by personal inspection or Trustees' certificates. The Cash and Bank balances have been verified. The value of Stores and Supplies have been substantiated by signed Inventories. The disbursements during the year have been verified by satisfactory vouchers.

MONTREAL, CANADA.  
March 20, 1915.

P. S. ROSS & SONS,  
Chartered Accountants.



# EXHIBIT "B"

## COMPARATIVE STATEMENT OF SUBSIDIARY COMPANIES OF ILLINOIS TRACTION COMPANY SHOWING

### RECEIPTS AND EXPENDITURES FOR YEARS 1908 TO 1914

EARNINGS:	1908	1909	1910	1911	1912	1913	1914
Interurban Lines .....	\$ 2,100,053.36	\$ 2,282,439.24	\$ 2,793,789.94	\$ 3,238,712.90	\$ 3,395,634.18	\$ 3,604,265.34	\$ 3,626,635.54
City Lines .....	1,862,928.06	2,104,911.33	2,675,653.79	2,877,086.58	2,950,562.57	3,072,235.58	3,021,859.55
Gas .....	412,729.87	460,469.33	568,174.39	723,983.72	783,679.51	816,911.67	877,982.40
Electric .....	670,277.77	974,086.17	1,534,320.88	1,835,989.69	2,218,419.13	2,636,713.78	3,002,378.13
Heat .....	145,923.64	151,579.33	181,000.47	216,966.17	240,507.15	274,672.16	314,640.22
Water .....	.....	.....	3,586.31	7,289.40	12,030.68	13,538.77	14,385.69
Miscellaneous .....	1,277.66	17,673.47	42,142.60	47,087.65	109,644.03	102,760.96	254,972.73
Total Gross Earnings .....	5,193,190.36	5,991,158.87	7,798,668.38	8,947,116.11	9,710,477.25	10,521,098.26	11,112,854.26
Total Operating Exp. & Taxes .....	2,981,789.76	3,472,740.98	4,680,322.77	5,404,622.94	5,775,043.13	6,198,872.65	6,587,462.64
Net from Operating .....	2,211,400.60	2,518,417.89	3,118,345.61	3,542,493.17	3,935,434.12	4,322,225.61	4,525,391.62
Interest on Bonds, Etc. ....	1,577,748.63	1,644,464.12	2,027,874.77	2,502,173.01	2,672,402.51	2,883,239.52	3,290,786.59
Available for Depreciation, Dividends, Etc. ....	633,651.97	873,953.77	1,090,470.84	1,040,320.16	1,263,031.61	1,438,986.09	1,234,605.03



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112

# ILLINOIS TRACTION COMPANY

Twelfth Annual Report of the Directors  
to the Shareholders

1915



# ILLINOIS TRACTION COMPANY

Twelfth Annual Report of the Directors  
to the Shareholders

January first, nineteen hundred sixteen



## Table of Contents

---

	PAGE
OFFICERS OF THE ILLINOIS TRACTION COMPANY .....	3-4
STATEMENT OF PROPERTIES .....	5
RESUME OF SERVICE .....	6
REPORT OF THE DIRECTORS .....	7-9
Exhibit A—Statements, Receipts and Expenditures, Assets and Liabilities .....	10
Exhibit B—Comparative Statement of Receipts and Expenditures.....	11

# Officers of Illinois Traction Company

1915

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## Directors

HON. WM. B. MCKINLEY.....	President
GEO. M. MATTIS .....	Vice-President and Treasurer
T. B. MACAULAY.....	Secretary
S. H. EWING .....	Director
J. R. DOUGALL .....	Director
ABNER KINGMAN .....	Director
EDWARD WOODMAN .....	Director

---

## Officers

President.....	HON. WM. B. MCKINLEY, Champaign, Ill.
Vice-President Executive and General Manager.....	H. E. CHUBBUCK, Peoria, Ill.
Vice-President and Treasurer.....	GEO. M. MATTIS, Champaign, Ill.
Assistant Treasurer .....	W. H. CARNAHAN, Champaign, Ill.
Assistant General Manager—Interurban Lines	C. F. HANDSHY, Springfield, Ill.
Assistant General Manager—Kansas Properties.....	A. M. PATTEN, Topeka, Kan.
Assistant to Vice-President Executive.....	E. W. FOWLER, Peoria, Ill.
Secretary.....	T. B. MACAULAY, Montreal, Canada

---

Comptroller.....	JNO. M. C. HORN, Champaign, Ill.
General Auditor .....	B. E. BRAMBLE, Champaign, Ill.
General Solicitor .....	HENRY I. GREEN, Urbana-Champaign, Ill.
General Attorney .....	GEO. W. BURTON, Peoria, Ill.
Attorney .....	JAMES A. KNOWLTON, Peoria, Ill.
Chief Surgeon.....	H. M. BASCOM, M. D., Peoria, Ill.
Chief Operating Engineer.....	R. F. CARLEY, Peoria, Ill.
Supervisor of Operating Expenditures.....	W. J. ACHELPOHL, Peoria, Ill.
Electrical Engineer.....	E. S. HIGHT, Peoria, Ill.
Gas Engineer.....	F. W. BEDARD, Peoria, Ill.
Purchasing Agent.....	H. J. VANCE, Peoria, Ill.
Publicity Manager.....	E. E. SOULES, Peoria, Ill.
Land Commissioner.....	C. E. ANDERSON, Champaign, Ill.
General Claim Agent.....	S. W. REYNOLDS, Springfield, Ill.
Engineer Motive Power and Equipment.....	J. M. BOSENBURY, Peoria, Ill.
Chartered Accountants and Supervising Auditors	P. S. ROSS & SONS, Montreal, Canada

## General Superintendents City Properties

M. G. LINN .....	Bloomington, Illinois
W. F. CROSSLEY .....	Cairo, Illinois
H. J. Pepper .....	Champaign, Illinois
C. A. CLINE .....	Clinton, Illinois
J. E. JOHNSON .....	Danville, Illinois
M. L. HARRY .....	Decatur, Illinois
FOSTER HANNAFORD .....	Galesburg, Illinois
W. B. MISER .....	Jacksonville, Illinois
L. W. HESS.....	LaSalle, Peru, and Ottawa, Illinois
R. W. BAILEY .....	Peoria, Illinois
W. A. MARTIN .....	Quincy, Illinois
J. A. GLOVER .....	Urbana, Illinois
W. H. THOMSON, JR. ....	Des Moines, Iowa
A. H. R. JACKSON .....	Oskaloosa, Iowa
J. W. WAGGENER .....	Atchison, Kansas
A. H. PURDY .....	Topeka, Kansas
H. W. PATTEN .....	Topeka, Kansas
C. R. LEWIS .....	Wichita, Kansas
D. W. SNYDER, JR. ....	Jefferson City, Missouri
E. D. BELL .....	St. Louis, Missouri

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## Interurban Railway Department

General Freight Agent .....	C. E. BODE, Springfield, Illinois
General Passenger Agent.....	W. P. POTTER, Springfield, Illinois
Engineer Maintenance of Way.....	L. B. MARTIN, Springfield, Illinois
Signal Engineer .....	J. G. M. LEISENRING, Springfield, Illinois
Superintendent Sleeping and Parlor Cars....	J. B. HUGHEY, Springfield, Illinois
Industrial Agent .....	W. H. EVANS, Lincoln, Illinois
Superintendent of Transportation.....	F. R. EDMONSTON, Springfield, Illinois
General Superintendent, C. O. & P. Ry. Co.....	F. E. FISHER, Joliet, Illinois

# Principal Component Properties

## Illinois Traction System

ATCHISON RAILWAY, LIGHT & POWER COMPANY  
BLOOMINGTON, DECATUR & CHAMPAIGN RAILROAD  
BLOOMINGTON & NORMAL RAILWAY & LIGHT COMPANY  
CAIRO CITY GAS COMPANY  
CAIRO ELECTRIC & TRACTION COMPANY  
CAIRO & ST. LOUIS RAILWAY COMPANY  
CAIRO RAILWAY & LIGHT COMPANY  
CHICAGO, OTTAWA & PEORIA RAILWAY COMPANY  
CITIZENS LIGHTING COMPANY—LA SALLE-PERU  
CITIZENS PURE ICE COMPANY—JACKSONVILLE  
CLINTON GAS & ELECTRIC COMPANY  
COLFAX ELECTRIC LIGHT COMPANY  
CONSUMERS WATER & LIGHT COMPANY OF MARSEILLES  
DANVILLE, CHAMPAIGN & DECATUR RAILWAY & LIGHT COMPANY  
DANVILLE & EASTERN ILLINOIS RAILWAY COMPANY  
DANVILLE & NORTHERN RAILROAD COMPANY  
DANVILLE & SOUTHEASTERN RAILWAY COMPANY  
DANVILLE STREET RAILWAY & LIGHT COMPANY  
DANVILLE, URBANA & CHAMPAIGN RAILWAY COMPANY  
DECATUR RAILWAY & LIGHT COMPANY  
DES MOINES ELECTRIC COMPANY  
DES MOINES & CENTRAL IOWA ELECTRIC COMPANY  
GALESBURG RAILWAY, LIGHTING & POWER COMPANY  
ILLINOIS CENTRAL TRACTION COMPANY  
JACKSONVILLE RAILWAY & LIGHT COMPANY  
JACKSONVILLE RAILWAY COMPANY  
JEFFERSON CITY LIGHT, HEAT & POWER COMPANY  
KANSAS RAILWAY & LIGHT COMPANY  
MADISON COUNTY LIGHT & POWER COMPANY  
MONTEZUMA ELECTRIC LIGHT, POWER & HEATING COMPANY  
MONTICELLO ELECTRIC LIGHT COMPANY  
MOUND CITY LIGHT & WATER COMPANY  
NEW VALLEY JUNCTION WATER & LIGHT COMPANY  
NORTHERN ILLINOIS LIGHT & TRACTION COMPANY  
OSKALOOSA & BUXTON ELECTRIC RAILWAY COMPANY  
OSKALOOSA TRACTION & LIGHT COMPANY  
PEORIA RAILWAY COMPANY  
QUINCY RAILWAY COMPANY  
ST. LOUIS ELECTRIC BRIDGE COMPANY  
ST. LOUIS ELECTRIC TERMINAL RAILWAY COMPANY  
ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD  
TOPEKA EDISON COMPANY  
TOPEKA RAILWAY COMPANY  
URBANA & CHAMPAIGN RAILWAY, GAS & ELECTRIC COMPANY  
URBANA LIGHT, HEAT & POWER COMPANY  
WICHITA RAILROAD & LIGHT COMPANY

# Resume of Service, Exclusive of Interurban, in Various Cities

---

## Street Railway

ATCHISON, KANSAS  
BLOOMINGTON, ILLINOIS  
CAIRO, ILLINOIS  
CHAMPAIGN, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
GALESBURG, ILLINOIS  
GRANITE CITY, ILLINOIS  
JACKSONVILLE, ILLINOIS  
LASALLE, ILLINOIS  
MADISON, ILLINOIS  
NORMAL, ILLINOIS  
OTTAWA, ILLINOIS  
OSKALOOSA, IOWA  
PEORIA, ILLINOIS  
PERU, ILLINOIS  
PRINCETON, ILLINOIS  
QUINCY, ILLINOIS  
ST. LOUIS, MISSOURI  
TOPEKA, KANSAS  
URBANA, ILLINOIS  
VENICE, ILLINOIS  
WICHITA, KANSAS

## Gas

ATCHISON, KANSAS  
CAIRO, ILLINOIS  
CARLINVILLE, ILLINOIS  
CHAMPAIGN, ILLINOIS  
CLINTON, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
GALESBURG, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
LASALLE, ILLINOIS  
PERU, ILLINOIS  
URBANA, ILLINOIS

## Heating

BLOOMINGTON, ILLINOIS  
CHAMPAIGN, ILLINOIS  
CLINTON, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
GALESBURG, ILLINOIS  
OSKALOOSA, IOWA  
TOPEKA, KANSAS  
URBANA, ILLINOIS

## Water

MARSEILLES, ILLINOIS  
MOUND CITY, ILLINOIS

## Ice

JACKSONVILLE, ILLINOIS

## Electric Lighting and Power

ABINGDON, ILLINOIS  
ATCHISON, KANSAS  
BLOOMINGTON, ILLINOIS  
BROOKLYN, ILLINOIS  
CAIRO, ILLINOIS  
CARLINVILLE, ILLINOIS  
CHAMPAIGN, ILLINOIS  
CHENOA, ILLINOIS  
CHRISMAN, ILLINOIS  
CLINTON, ILLINOIS  
COLFAX, IOWA  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
DES MOINES, IOWA  
EAST ALTON, ILLINOIS  
EDWARDSVILLE, ILLINOIS  
EL PASO, ILLINOIS  
GALESBURG, ILLINOIS  
GLEN CARBON, ILLINOIS  
GRIDLEY, ILLINOIS  
GEORGETOWN, ILLINOIS  
GRANITE CITY, ILLINOIS  
HUDSON, ILLINOIS  
INDIANOLA, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
KNOXVILLE, ILLINOIS  
LASALLE, ILLINOIS  
LEXINGTON, ILLINOIS  
MADISON, ILLINOIS  
MEADOWS, ILLINOIS  
MONTEZUMA, IOWA  
MONTICELLO, ILLINOIS  
MORTON, ILLINOIS  
MARSEILLES, ILLINOIS  
MOUND CITY, ILLINOIS  
NATIONAL CITY, ILLINOIS  
NEW SHARON, IOWA  
NORMAL, ILLINOIS  
OSKALOOSA, IOWA  
OTTAWA, ILLINOIS  
PERU, ILLINOIS  
RIDGE FARM, ILLINOIS  
SIDELL, ILLINOIS  
TREMONT, ILLINOIS  
TOPEKA, KANSAS  
URBANA, ILLINOIS  
VALLEY JUNCTION, IOWA  
VENICE, ILLINOIS  
VERMILION GROVE, ILLINOIS  
WOOD RIVER, ILLINOIS  
WESTVILLE, ILLINOIS  
WORDEN, ILLINOIS



## TO THE SHAREHOLDERS

### OF THE ILLINOIS TRACTION COMPANY

The Board of Directors take pleasure in submitting the Twelfth Annual Report of your Company, together with Balance Sheet, Statement of Receipts and Expenditures, and other statistics for the year ending December 31st, 1915.

Net receipts from electric lighting and power again show a substantial increase notwithstanding the fact that there were many elements throughout the year not conducive to this result.

There was a net increase in interurban receipts which is considered satisfactory in view of the unfavorable influences which prevailed, among which are the business depression continued from the previous year, unseasonable weather conditions and the increasing use of automobiles.

In the decreased earnings of the street railway properties is reflected the competition from so-called "jitney busses" early in the year, the use of automobiles for business and pleasure purposes, and unstable business conditions.

At Topeka, Kansas, the City Commission adopted an ordinance which provided for a reduction in electric lighting rates, of approximately twenty-two per cent. These reduced rates were effective on April business. An aggressive new business campaign, then inaugurated and continued throughout the remainder of the year, was responsible for an increase in the following eight months of 1598 consumers. Gross earnings were decreased in April, compared with April of the previous year, but an increase was shown for May and the succeeding months.

A reduction in electric lighting rates at Des Moines, Iowa, of approximately sixteen per cent., voluntary on the part of the Company but justified upon analysis of all relevant conditions, became effective on July 1st. In November and December gross receipts from commercial lighting were in excess of receipts for the same months of the previous year. There was an increase of 2165 electric lighting consumers and 1400 H. P. in power consumers for the year. On September 14th, following negotiations of several months, the City Commission adopted an acceptable franchise granting the Company permission to install a central steam heating plant and distributing system. This

franchise will be submitted to a vote of the citizens of Des Moines early in the coming year.

Pursuant to the provision in our gas franchise at Galesburg, Illinois, for adjusting in this year the gas rates for the succeeding five-year period, an arbitration board was duly appointed and their award, after an exhaustive investigation, provided for a reduction of five per cent. in the rate schedule. The new rates became effective with December business.

In consideration of the granting of a twenty-five-year gas franchise by the City of Peru, Illinois, a reduction of ten cents per thousand cubic feet of gas was made effective January 1st. The same rate was adopted at LaSalle, Illinois, on February 1st.

In the early months of the year the movement which had its inception in the western states, of competition with street railways by means of automobiles and motor busses, reached the cities served by our street railway lines and during the height of the craze to patronize these so-called "jitney busses" our railway receipts were reduced from five to ten per cent. The city authorities in due course recognized the necessity for some regulation of this class of transportation service and in the latter months of the year the "jitneys" had practically disappeared.

Renewed efforts have been applied in furtherance of interurban freight traffic development. Toward this end through rates were put into effect with two connecting steam railroads and a track connection established with the terminal railroad at Peoria which allows access to the principal industries of that city, as well as track connections with important steam lines not otherwise available to us. Additional grain elevators, brick factories and a large powder factory have been constructed on the line, other new industrial tracks have been installed, all of which, in conjunction with the increased earnings from the growth of coal traffic, will provide a substantial expansion in freight revenues.

A new working agreement, extending two years from December 1st, was entered into with the interurban trainmen. This agreement was negotiated with entire harmony and its terms are not objectionable to either party.

It is with gratification the report is again made of freedom from any serious accidents or injuries to our patrons, and that relations between the management and employees have continued on a basis of entire concord.

The physical property owned by the Company has been maintained to the same eminent standard as in former years.

The accounts have as usual been audited by the Messrs. P. S. Ross & Sons, Chartered Accountants, Montreal, who have affixed their signatures to the balance sheet and other statements.

Acknowledgment herein is made of the splendid cooperation, loyalty and sincere diligence of the Officers, Heads of Departments and Employees.

W. B. McKINLEY,  
President.

H. E. CHUBBUCK,  
Vice-President Executive.

# EXHIBIT "A"

## STATEMENT OF PROPERTIES

CONTROLLED BY  
ILLINOIS TRACTION COMPANY

### RECEIPTS AND EXPENDITURES

FOR THE YEAR ENDING DECEMBER 31, 1915.

**EARNINGS:**

Interurban Lines .....	\$ 3,559,028.03
City Lines .....	2,871,035.35
Gas .....	905,702.79
Electric .....	3,325,410.62
Heat .....	317,579.84
Water .....	14,215.86
Miscellaneous .....	195,022.21
Total Gross Earnings .....	\$11,187,994.70
Total Operating Expenses, Including Taxes .....	6,657,569.14
Net from Operation .....	\$ 4,530,425.56
Interest on Bonds, etc. ....	3,268,607.01
Less: Depreciation .....	\$ 1,261,818.55
	403,610.57
Less: Bond Discount for 1915 .....	\$ 858,207.98
	54,396.02
Surplus, 1915 .....	\$ 803,811.96

### ASSETS AND LIABILITIES

AS AT DECEMBER 31, 1915.

#### ASSETS

Stocks of Subsidiary Companies .....	\$20,026,105.93
Advances made to Subsidiary Companies .....	2,619,967.54
Accounts and Notes Receivable .....	308,572.20
Stores on Hand .....	209,359.81
Cash in Bank .....	163,451.67

#### LIABILITIES

Capital Stock—Common .....	\$12,251,400.00	
Capital Stock—Preferred .....	7,135,500.00	
Illinois Traction Co. Debenture Gold Bonds .....	810,000.00	
Illinois Traction Co. 5% Debentures .....	956,000.00	
Accounts and Notes Payable .....	473,949.82	
Surplus to Jan. 1st, 1915.....	\$ 1,941,545.92	
Additional Depreciation In- terurban Rolling Stock....	\$ 38,448.42	
*Unexpired Bond Dis't.....	210,633.13	
	249,081.55	
Surplus for 1915 .....	\$ 1,692,464.37	
	803,811.96	
Less: Dividend on Preferred Stock....	\$ 2,496,276.33	
	428,130.00	
Less: Dividend on Common Stock.....	\$ 2,068,146.33	
	367,539.00	\$ 1,700,607.33
		\$23,327,457.15

\* The Directors have considered it advisable to write off the entire unexpired bond discount of certain companies out of the accumulated surplus instead of providing for this discount in yearly amounts during the life of the bonds.

Certified Correct:

B. E. BRAMBLE,  
General Auditor.

### THE PRESIDENT AND SHAREHOLDERS OF THE ILLINOIS TRACTION COMPANY, CHAMPAIGN, ILLINOIS.

**GENTLEMEN:**

We hereby certify that the foregoing statement in our opinion, exhibits correctly the financial position of your Company as at 31st December, 1915, as shown by the books of account.

The securities covering the investments of the Company have been verified by personal inspection or Trustees' certificates. The Cash and Bank balances have been verified. The value of Stores and Supplies have been substantiated by signed Inventories. The disbursements during the year have been verified by satisfactory vouchers.

MONTREAL, CANADA.  
March 14th, 1916.

P. S. ROSS & SONS,  
Chartered Accountants.

# EXHIBIT "B"

## COMPARATIVE STATEMENT OF SUBSIDIARY COMPANIES OF ILLINOIS TRACTION COMPANY SHOWING

### RECEIPTS AND EXPENDITURES FOR YEARS 1908 TO 1915

EARNINGS:	1908	1909	1910	1911	1912	1913	1914	1915
Interurban Lines .....	\$2,100,053.36	\$2,282,439.24	\$2,793,789.94	\$3,238,712.90	\$3,295,634.18	\$3,604,265.34	\$3,626,635.54	\$3,559,028.03
City Lines .....	1,862,928.06	2,104,911.33	2,675,653.79	2,877,086.58	2,950,562.57	3,072,235.58	3,021,859.55	2,871,035.35
Gas .....	412,729.87	460,469.33	568,174.39	723,983.72	783,679.51	816,911.67	877,982.40	905,702.79
Electric .....	670,277.77	974,086.17	1,534,320.88	1,835,989.69	2,218,419.13	2,636,713.78	3,002,378.13	3,325,410.62
Heat .....	145,923.64	151,579.33	181,000.47	216,966.17	240,507.15	274,672.16	314,640.22	317,579.84
Water .....	.....	.....	3,586.31	7,289.40	12,030.68	13,538.77	14,385.69	14,215.86
Miscellaneous .....	1,277.66	17,673.47	42,142.60	47,087.65	109,644.03	102,760.96	254,972.73	195,022.21
Total Gross Earnings .....	5,193,190.36	5,991,158.87	7,798,668.38	8,947,116.11	9,710,477.25	10,521,098.26	11,112,854.26	11,187,994.70
Operating Exp. and Taxes .....	2,981,789.76	3,472,740.98	4,680,322.77	5,404,622.94	5,775,043.13	6,198,872.65	6,587,462.64	6,657,569.14
Net from Operating .....	2,211,400.60	2,518,417.89	3,118,345.61	3,542,493.17	3,935,434.12	4,322,225.61	4,525,391.62	4,530,425.56
Interest on Bonds .....	1,577,748.63	1,644,464.12	2,027,874.77	2,502,173.01	2,672,402.51	2,883,239.52	3,290,786.59	3,268,607.01
Available for Depr. Div., Etc.	633,651.97	873,953.77	1,090,470.84	1,040,320.16	1,263,031.61	1,438,986.09	1,234,605.03	1,261,818.55





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# ILLINOIS TRACTION COMPANY

Thirteenth Annual Report of the Directors  
to the Shareholders

1916



# ILLINOIS TRACTION COMPANY

Thirteenth Annual Report of the Directors  
to the Shareholders

January first, nineteen hundred seventeen

## Table of Contents

---

	PAGE
OFFICERS OF THE ILLINOIS TRACTION COMPANY .....	3-4
STATEMENT OF PROPERTIES .....	5
RESUME OF SERVICE .....	6
REPORT OF THE DIRECTORS .....	7-9
Exhibit A—Statements, Receipts and Expenditures, Assets and Liabilities .....	10
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# Officers of Illinois Traction Company

## 1916

---

### Directors

HON. WM. B. MCKINLEY.....	President
GEO. M. MATTIS.....	Vice-President and Treasurer
T. B. MACAULAY.....	Secretary
S. H. EWING.....	Director
J. R. DOUGALL.....	Director
ABNER KINGMAN.....	Director
EDWARD WOODMAN.....	Director

---

### Officers

President.....	HON. WM. B. MCKINLEY, Champaign, Ill.
Vice-President Executive and General Manager.....	H. E. CHUBBUCK, Peoria, Ill.
Vice-President and Treasurer.....	GEO. M. MATTIS, Champaign, Ill.
Assistant Treasurer.....	W. H. CARNAHAN, Champaign, Ill.
Assistant General Manager—Interurban Lines	C. F. HANDSHY, Springfield, Ill.
Assistant General Manager—Kansas Properties.....	A. M. PATTEN, Topeka, Kan.
Assistant to Vice-President Executive.....	E. W. FOWLER, Peoria, Ill.
Secretary.....	T. B. MACAULAY, Montreal, Canada

---

Comptroller.....	JNO. M. C. HORN, Champaign, Ill.
General Auditor .....	B. E. BRAMBLE, Champaign, Ill.
General Solicitor .....	HENRY I. GREEN, Urbana-Champaign, Ill.
General Attorney .....	GEO. W. BURTON, Peoria, Ill.
Attorney .....	JAMES A. KNOWLTON, Peoria, Ill.
Chief Surgeon.....	H. M. BASCOM, M. D., Peoria, Ill.
Chief Operating Engineer.....	E. S. HIGHT, Peoria, Ill.
Supervisor of Operating Expenditures.....	W. J. ACHELPOHL, Peoria, Ill.
Rate Engineer .....	F. A. WARFIELD, Peoria, Ill.
Gas Engineer.....	F. W. BEDARD, Peoria, Ill.
Purchasing Agent.....	H. J. VANCE, Peoria, Ill.
Publicity Manager.....	E. E. SOULES, Peoria, Ill.
Land Commissioner.....	C. E. ANDERSON, Champaign, Ill.
General Claim Agent.....	GEO. R. WHITMORE, Peoria, Ill.
Engineer Motive Power and Equipment.....	J. M. BOSENBURY, Peoria, Ill.
Chartered Accountants and Supervising Auditors	P. S. ROSS & SONS, Montreal, Canada

## General Superintendents City Properties

D. W. SNYDER, JR.	Bloomington, Illinois
W. F. CROSSLEY	Cairo, Illinois
H. J. PEPPER	Champaign, Illinois
C. A. CLINE	Clinton, Illinois
J. E. JOHNSON	Danville, Illinois
M. L. HARRY	Decatur, Illinois
R. F. CARLEY	Galesburg, Illinois
E. H. GRAY	Jacksonville, Illinois
L. W. HESS	LaSalle, Peru, and Ottawa, Illinois
R. W. BAILEY	Peoria, Illinois
W. A. MARTIN	Quincy, Illinois
J. A. GLOVER	Urbana, Illinois
M. G. LINN	Des Moines, Iowa
A. H. R. JACKSON	Oskaloosa, Iowa
J. W. WAGGENER	Atchison, Kansas
A. H. PURDY	Topeka, Kansas
H. W. PATTEN	Topeka, Kansas
C. R. LEWIS	Wichita, Kansas
R. F. PALMBLADE	Jefferson City, Missouri
E. D. BELL	St. Louis, Missouri

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## Interurban Railway Department

General Freight Agent	C. E. BODE, Springfield, Illinois
General Passenger Agent	W. P. POTTER, Springfield, Illinois
Engineer Maintenance of Way	L. B. MARTIN, Springfield, Illinois
Signal Engineer	J. G. M. LEISENRING, Springfield, Illinois
Superintendent Sleeping and Parlor Cars	J. B. HUGHEY, Springfield, Illinois
Industrial Agent	W. H. EVANS, Lincoln, Illinois
Superintendent of Transportation	F. R. EDMONSTON, Springfield, Illinois
Freight Claim Agent	J. B. HARDAWAY, Springfield, Illinois
General Superintendent, C. O. & P. Ry. Co.	F. E. FISHER, Joliet, Illinois

# Principal Component Properties

## Illinois Traction System

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ATCHISON RAILWAY, LIGHT & POWER COMPANY  
BLOOMINGTON & NORMAL RAILWAY & LIGHT COMPANY  
BLOOMINGTON, DECATUR & CHAMPAIGN RAILROAD  
CAIRO CITY GAS COMPANY  
CAIRO ELECTRIC & TRACTION COMPANY  
CAIRO & ST. LOUIS RAILWAY COMPANY  
CAIRO RAILWAY & LIGHT COMPANY  
CHICAGO, OTTAWA & PEORIA RAILWAY COMPANY  
CITIZENS LIGHTING COMPANY—LA SALLE-PERU  
CITIZENS PURE ICE COMPANY—JACKSONVILLE  
CLINTON GAS & ELECTRIC COMPANY  
COLFAX ELECTRIC LIGHT COMPANY  
CONSUMERS WATER & LIGHT COMPANY OF MARSEILLES  
DANVILLE, CHAMPAIGN & DECATUR RAILWAY & LIGHT COMPANY  
DANVILLE & EASTERN ILLINOIS RAILWAY COMPANY  
DANVILLE & NORTHERN RAILROAD COMPANY  
DANVILLE & SOUTHEASTERN RAILWAY COMPANY  
DANVILLE STREET RAILWAY & LIGHT COMPANY  
DECATUR RAILWAY & LIGHT COMPANY  
DES MOINES & CENTRAL IOWA ELECTRIC COMPANY  
DES MOINES ELECTRIC COMPANY  
GALESBURG RAILWAY, LIGHTING & POWER COMPANY  
ILLINOIS CENTRAL TRACTION COMPANY  
JACKSONVILLE RAILWAY & LIGHT COMPANY  
JACKSONVILLE RAILWAY COMPANY  
JEFFERSON CITY BRIDGE & TRANSIT COMPANY  
JEFFERSON CITY LIGHT, HEAT & POWER COMPANY  
MADISON COUNTY LIGHT & POWER COMPANY  
MONTEZUMA ELECTRIC LIGHT, POWER & HEATING COMPANY  
MONTICELLO ELECTRIC LIGHT COMPANY  
MOUND CITY LIGHT & WATER COMPANY  
NEW VALLEY JUNCTION WATER & LIGHT COMPANY  
NORTHERN ILLINOIS LIGHT & TRACTION COMPANY  
OSKALOOSA & BUXTON ELECTRIC RAILWAY COMPANY  
OSKALOOSA LIGHT & FUEL COMPANY  
OSKALOOSA TRACTION & LIGHT COMPANY  
PEOPLES TRACTION COMPANY  
PEORIA RAILWAY COMPANY  
QUINCY RAILWAY COMPANY  
ST. LOUIS ELECTRIC BRIDGE COMPANY  
ST. LOUIS ELECTRIC TERMINAL RAILWAY COMPANY  
ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD  
TOPEKA EDISON COMPANY  
TOPEKA RAILWAY COMPANY  
TOPEKA RAILWAY & LIGHT COMPANY  
URBANA & CHAMPAIGN RAILWAY, GAS & ELECTRIC COMPANY  
URBANA LIGHT, HEAT & POWER COMPANY  
WESTERN RAILWAYS & LIGHT COMPANY  
WICHITA RAILROAD & LIGHT COMPANY

# Resume of Service, Exclusive of Interurban, in Various Cities

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## Street Railway

ATCHISON, KANSAS  
BLOOMINGTON, ILLINOIS  
CAIRO, ILLINOIS  
CHAMPAIGN, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
GALESBURG, ILLINOIS  
GRANITE CITY, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
LASALLE, ILLINOIS  
MADISON, ILLINOIS  
NORMAL, ILLINOIS  
OTTAWA, ILLINOIS  
OSKALOOSA, IOWA  
PEORIA, ILLINOIS  
PERU, ILLINOIS  
PRINCETON, ILLINOIS  
QUINCY, ILLINOIS  
ST. LOUIS, MISSOURI  
TOPEKA, KANSAS  
URBANA, ILLINOIS  
VENICE, ILLINOIS  
WICHITA, KANSAS

## Gas

ATCHISON, KANSAS  
CAIRO, ILLINOIS  
CARLINVILLE, ILLINOIS  
CHAMPAIGN, ILLINOIS  
CLINTON, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
GALESBURG, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
LASALLE, ILLINOIS  
OSKALOOSA, IOWA  
PERU, ILLINOIS  
URBANA, ILLINOIS

## Heating

BLOOMINGTON, ILLINOIS  
CHAMPAIGN, ILLINOIS  
CLINTON, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
GALESBURG, ILLINOIS  
OSKALOOSA, IOWA  
TOPEKA, KANSAS  
URBANA, ILLINOIS

## Water

MARSEILLES, ILLINOIS  
MOUND CITY, ILLINOIS

## Ice

JACKSONVILLE, ILLINOIS

## Electric Lighting and Power

ABINGDON, ILLINOIS  
ATCHISON, KANSAS  
BLOOMINGTON, ILLINOIS  
BROOKLYN, ILLINOIS  
CAIRO, ILLINOIS  
CARLINVILLE, ILLINOIS  
CHAMPAIGN, ILLINOIS  
CHENOA, ILLINOIS  
CHRISMAN, ILLINOIS  
CLINTON, ILLINOIS  
COLFAX, IOWA  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
DES MOINES, IOWA  
EAST ALTON, ILLINOIS  
EDWARDSVILLE, ILLINOIS  
EL PASO, ILLINOIS  
GALESBURG, ILLINOIS  
GLEN CARBON, ILLINOIS  
GRIDLEY, ILLINOIS  
GEORGETOWN, ILLINOIS  
GRANITE CITY, ILLINOIS  
HUDSON, ILLINOIS  
INDIANOLA, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
KNOXVILLE, ILLINOIS  
LASALLE, ILLINOIS  
LEXINGTON, ILLINOIS  
MADISON, ILLINOIS  
MEADOWS, ILLINOIS  
MONTEZUMA, IOWA  
MONTICELLO, ILLINOIS  
MORTON, ILLINOIS  
MARSEILLES, ILLINOIS  
MOUND CITY, ILLINOIS  
NATIONAL CITY, ILLINOIS  
NEW SHARON, IOWA  
NORMAL, ILLINOIS  
OSKALOOSA, IOWA  
OTTAWA, ILLINOIS  
PERU, ILLINOIS  
RIDGE FARM, ILLINOIS  
SIDELL, ILLINOIS  
TREMONT, ILLINOIS  
TOPEKA, KANSAS  
URBANA, ILLINOIS  
VALLEY JUNCTION, IOWA  
VENICE, ILLINOIS  
VERMILION GROVE, ILLINOIS  
WOOD RIVER, ILLINOIS  
WESTVILLE, ILLINOIS  
WORDEN, ILLINOIS

## TO THE SHAREHOLDERS

### OF THE ILLINOIS TRACTION COMPANY

The Board of Directors take pleasure in submitting the Thirteenth Annual Report of your Company, together with Balance Sheet, Statement of Receipts and Expenditures, and other statistics for the year ending December 31, 1916.

It will be noted the gross and net earnings from all departments show normal increases. This result from operation is especially gratifying because of the extraordinarily high prices which prevailed throughout the year on substantially all materials necessary in the operation of the properties. In particular the supplying of fuel for the electric generating stations has been a matter of concern to the management, due to inability of mine owners with whom we have contracts for the supply of coal to secure a sufficient number of cars and the necessity of buying fuel on the market at much higher prices. All skilled and common labor has demanded constantly increasing wages and it has been advisable in some instances to meet this condition in order that the Company's permanent organization would not become disrupted. These deterrent influences, however, were partly offset by the operating efficiency and persistent solicitation for new business which the management has directed and vigorously prosecuted throughout the year.

The activity in industrial lines as the result of an abnormal demand for manufactured products at home and abroad, has contributed to a condition of prosperity in the territory served by the Company which has had a direct bearing on the gross earnings especially from transportation and electric power. Also, the Street Railways have benefitted from nearly the total disappearance of "jitney" competition and the fact that the effect of privately owned automobiles is not so apparent, although still a considerable detriment.

At Jacksonville, after negotiations extending over two and one-half years, an agreement was reached with the City, and sanctioned by the Public Utilities Commission of Illinois, which fixed the rates for electric lighting, power, gas and street railway service on a basis which in the judgment of your Directors was acceptable and will allow a fair return.



During the year marked progress has been made in rearranging and adjusting the basic rates for electric light and power, and gas to conform with the ideas of the Public Utilities Commissions in the States where the Company operates, and in an endeavor to co-operate with them. Also, it is expected this attitude by the Company will materially lessen the probability of expensive litigation which might otherwise be instituted to enforce compliance with such practices as the several State Commissions consider fundamental. As a result the management believes such rates of the Company are on a firmer foundation for the future than ever before.

Following an application on behalf of the St. Louis Electric Terminal Railway Company to the Interstate Commerce Commission for authority to increase the rate of fare covering transportation of passengers between St. Louis, Missouri, and Venice, Madison and Granite City, Illinois, the Commission after a number of hearings and full investigation found from the evidence that the increase prayed for was justified. Accordingly in the latter part of the year the Commission's order was issued authorizing a schedule of fares which increased the average receipts per passenger from 5c to 7.2c. The effect of this increase will not be evident until next year.

During January a disastrous and extensive flood prevailed in the Illinois River Valley seriously affecting the operation of industries in La Salle, Peru, Ottawa and Marseilles, including the Company's gas works at La Salle and the electric generating stations at La Salle, Ottawa and Marseilles, which were flooded and out of service for five days. The Chicago, Ottawa & Peoria Railway also suffered from the high water and as a result its operation was interrupted during this period. The damage, however, except for the loss in earnings, was, fortunately, not large.

Working agreements with the trainmen of the interurban lines, the Galesburg Railway, Lighting & Power Company, and the St. Louis Electric Terminal Railway Company were negotiated and consummated on terms acceptable to both the men and the management.

New freight equipment for the interurban lines was ordered, as follows: 100 box cars, 80,000 lb. capacity; 60 hopper bottom cars, 100,000 lb. capacity; and 40 flat bottom gondola cars, 80,000 lb. capacity. Enlargement and extensions of the facilities for handling interurban freight traffic have been effected, new con-



nections with grain elevators, manufacturing industries and coal mines have been completed, and working agreements have been entered into with additional steam railroads.

There have been no serious accidents. Increased interest has been aroused in the employes with regard to methods for the prevention of avoidable accidents. This undertaking has been fostered by means of "schools of instruction" conducted by the Company's officials and medical staff.

The harmonious relations existing between the employees and the management have not been disturbed during the year.

The thoughtful consideration given to needed improvements and maintenance and the liberal attitude of the Company's Directors in this connection, are evidenced by the first class condition of the physical property.

The accounts have as usual been audited by Messrs. P. S. Ross & Sons, Chartered Accountants, Montreal, who have affixed their signatures to the balance sheet and other statements.

It is entirely appropriate that the loyalty and industry of the Officers, Heads of Departments and other Employees should be herein gratefully acknowledged.

W. B. MCKINLEY,  
President.

H. E. CHUBBUCK,  
Vice-President Executive.

# EXHIBIT "A"

## STATEMENT OF PROPERTIES

### CONTROLLED BY

## ILLINOIS TRACTION COMPANY

### RECEIPTS AND EXPENDITURES

#### FOR THE YEAR ENDING DECEMBER 31, 1916.

<b>EARNINGS:</b>	
Interurban Lines .....	\$ 3,993,836.09
City Lines .....	3,110,811.18
Gas .....	923,642.11
Electric .....	3,689,851.58
Heat .....	341,379.58
Water .....	14,476.25
Miscellaneous .....	492,450.38
Total Gross Earnings .....	\$12,566,447.17
Total Operating Expenses, Including Taxes .....	7,489,797.34
Net from Operation .....	\$ 5,076,649.83
Interest on Bonds, etc. ....	3,603,417.34
Less: Depreciation .....	\$ 1,473,232.49
	505,565.45
Less: Bond Discount for 1916 .....	\$ 967,667.04
	65,282.90
Surplus, 1916 .....	\$ 902,384.14

### ASSETS AND LIABILITIES

#### AS AT DECEMBER 31, 1916.

<b>ASSETS</b>	
Stocks of Subsidiary Companies .....	\$21,514,547.66
Advances made to Subsidiary Companies .....	3,020,142.13
Accounts and Notes Receivable .....	489,729.33
Stores on Hand .....	256,267.97
Cash .....	113,915.76
<b>LIABILITIES</b>	
Capital Stock—Common .....	\$12,252,000.00
Capital Stock—Preferred .....	7,135,500.00
Illinois Traction Co., Debenture Gold Bonds .....	1,211,000.00
Illinois Traction Co. 5% Debentures .....	1,000,000.00
Illinois Traction Co. Series "C" Debentures .....	1,500,000.00
Accounts and Notes Payable .....	628,459.20
Surplus to Jan. 1st, 1916 .....	\$ 1,700,607.33
*Unexpired Bond Discount and Ex- pense, Loss on securities, sold, etc. ....	139,633.82
	\$ 1,560,973.51
Surplus for 1916 .....	902,384.14
	\$ 2,463,357.65
Less: Dividend on Preferred Stock ..	428,130.00
	\$ 2,035,227.65
Less: Dividend on Common Stock ....	367,584.00
	1,667,643.65
	\$25,394,602.85
	\$25,394,602.85

\* The Directors have considered it advisable to write off the entire unexpired bond discount of certain companies out of the accumulated surplus instead of providing for this discount in yearly amounts during the life of the bonds.

Certified Correct:  
B. E. BRAMBLE,  
General Auditor.

THE PRESIDENT AND SHAREHOLDERS  
OF THE ILLINOIS TRACTION COMPANY  
CHAMPAIGN, ILLINOIS.

GENTLEMEN:

We hereby certify that the foregoing statement in our opinion, exhibits correctly the financial position of your Company as at 31st December, 1916, as shown by the books of account.

The securities covering the investments of the Company have been verified by personal inspection or Trustees' certificates. The Cash and Bank balances have been verified. The value of Stores and Supplies have been substantiated by signed Inventories. The disbursements during the year have been verified by satisfactory vouchers.

MONTREAL, CANADA,  
March 20th, 1917.

P. S. ROSS & SONS,  
Chartered Accountants.

# EXHIBIT "B"

## COMPARATIVE STATEMENT OF SUBSIDIARY COMPANIES OF ILLINOIS TRACTION COMPANY SHOWING

### RECEIPTS AND EXPENDITURES FOR YEARS 1909 TO 1916

EARNINGS:	1909	1910	1911	1912	1913	1914	1915	1916
Interurban Lines .....	2,282,439.24	2,793,789.94	3,238,712.90	3,395,634.18	3,604,265.34	3,626,635.54	3,559,028.03	3,993,836.09
City Lines .....	2,104,911.33	2,675,653.79	2,877,086.58	2,950,562.57	3,072,235.58	3,021,859.55	2,871,035.35	3,110,811.18
Gas .....	460,469.33	568,174.39	723,983.72	783,679.51	816,911.67	877,982.40	905,702.79	923,642.11
Electric .....	974,086.17	1,534,320.88	1,835,989.69	2,218,419.13	2,636,713.78	3,002,378.13	3,325,410.62	3,689,851.58
Heat .....	151,579.33	181,000.47	216,966.17	240,507.15	274,672.16	314,640.22	317,579.84	341,379.58
Water .....	.....	3,586.31	7,289.40	12,030.68	13,538.77	14,385.69	14,215.86	14,476.25
Miscellaneous .....	17,673.47	42,142.60	47,087.65	109,644.03	102,760.96	254,972.73	195,022.21	492,450.38
Total Gross Earnings .....	5,991,158.87	7,798,668.38	8,947,116.11	9,710,477.25	10,521,098.26	11,112,854.26	11,187,994.70	12,566,447.17
Operating Exp. and Taxes .....	3,472,740.98	4,680,322.77	5,404,622.94	5,775,043.13	6,198,872.65	6,587,462.64	6,657,569.14	7,489,797.34
Net from Operating .....	2,518,417.89	3,118,345.61	3,542,493.17	3,935,434.12	4,322,225.61	4,525,391.62	4,530,425.56	5,076,649.83
Interest on Bonds .....	1,644,464.12	2,027,874.77	2,502,173.01	2,672,402.51	2,883,239.52	3,290,786.59	3,268,607.01	3,603,417.34
Available for Depr. Div., etc.	873,953.77	1,090,470.84	1,040,320.16	1,263,031.61	1,438,986.09	1,234,605.03	1,261,818.55	1,473,232.49



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# ILLINOIS TRACTION COMPANY

Fourteenth Annual Report of the Directors  
to the Shareholders

**1917**





# ILLINOIS TRACTION COMPANY

Fourteenth Annual Report of the Directors  
to the Shareholders

January first, nineteen hundred eighteen

## Table of Contents

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	PAGE
OFFICERS OF THE ILLINOIS TRACTION COMPANY .....	3-4
STATEMENT OF PROPERTIES .....	5
RESUME OF SERVICE .....	6
REPORT OF THE DIRECTORS .....	7-9
Statements, Receipts and Expenditures, Assets and Liabilities .....	10
Comparative Statement of Receipts and Expenditures .....	11

# Officers of Illinois Traction Company

1917

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## Directors

HON. WM. B. MCKINLEY .....	President
GEO. M. MATTIS .....	Vice-President and Treasurer
T. B. MACAULAY .....	Secretary
S. H. EWING .....	Director
J. R. DOUGALL .....	Director
ABNER KINGMAN .....	Director
EDWARD WOODMAN .....	Director

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## Officers

President.....	HON. WM. B. MCKINLEY, Champaign, Ill.
Vice-President Executive and General Manager,	H. E. CHUBBUCK, Peoria, Ill.
Vice-President and Treasurer.....	GEO. M. MATTIS, Champaign, Ill.
Assistant Treasurer .....	W. H. CARNAHAN, Champaign, Ill.
Assistant General Manager—Interurban Lines	C. F. HANDSHY, Springfield, Ill.
Assistant General Manager—Kansas Properties,	A. M. PATTEN, Topeka, Kan.
Assistant to Vice-President Executive.....	E. W. FOWLER, Peoria, Ill.
Secretary.....	T. B. MACAULAY, Montreal, Canada

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Comptroller.....	JNO. M. C. HORN, Champaign, Ill.
General Auditor.....	B. E. BRAMBLE, Champaign, Ill.
General Solicitor.....	HENRY I. GREEN, Urbana-Champaign, Ill.
General Attorney.....	GEO. W. BURTON, Peoria, Ill.
Attorney.....	JAMES A. KNOWLTON, Peoria, Ill.
Chief Surgeon .....	H. M. BASCOM, M. D., Peoria, Ill.
Chief Operating Engineer.....	E. S. HIGHT, Peoria, Ill.
Supervisor of Operating Expenditures.....	W. J. ACHELPOHL, Peoria, Ill.
Rate Engineer.....	F. A. WARFIELD, Peoria, Ill.
Gas Engineer.....	F. W. BEDARD, Peoria, Ill.
Purchasing Agent.....	H. J. VANCE, Peoria, Ill.
Publicity Manager.....	E. E. SOULES, Peoria, Ill.
General Claim Agent.....	GEO. R. WHITMORE, Peoria, Ill.
Engineer Motive Power and Equipment.....	J. M. BOSENBURY, Peoria, Ill.
Chartered Accountants and Supervising Auditors	P. S. ROSS & SONS, Montreal, Canada

## General Superintendents City Properties

D. W. SNYDER, JR.	Bloomington, Illinois
W. F. CROSSLEY	Cairo, Illinois
H. J. PEPPER	Champaign, Illinois
C. A. CLINE	Clinton, Illinois
J. E. JOHNSON	Danville, Illinois
M. L. HARRY	Decatur, Illinois
R. F. CARLEY	Galesburg, Illinois
E. O. BROWN	Galva, Illinois
E. H. GRAY	Jacksonville, Illinois
L. W. HESS	LaSalle, Peru, and Ottawa, Illinois
R. W. BAILEY	Peoria, Illinois
W. A. MARTIN	Quincy, Illinois
J. A. GLOVER	Urbana, Illinois
M. G. LINN	Des Moines, Iowa
J. H. PORTER	Oskaloosa, Iowa
J. W. WAGGENER	Atchison, Kansas
A. H. PURDY	Topeka, Kansas
H. W. PATTEN	Topeka, Kansas
C. R. LEWIS	Wichita, Kansas
R. F. PALMBLAD	Jefferson City, Missouri
E. D. BELL	St. Louis, Missouri
E. A. ROEHRY	Ralston, Nebraska

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## Interurban Railway Department

General Superintendent, C. O. & P. Ry. Co.	F. E. FISHER, Joliet, Illinois
General Freight Agent	C. E. BODE, Springfield, Illinois
General Passenger Agent	W. P. POTTER, Springfield, Illinois
Engineer Maintenance of Way	L. B. MARTIN, Springfield, Illinois
Signal Engineer	J. G. M. LEISENRING, Springfield, Illinois
Superintendent Sleeping and Parlor Cars	J. B. HUGHEY, Springfield, Illinois
Industrial Agent	W. H. EVANS, Lincoln, Illinois
Superintendent of Transportation	F. R. EDMONSTON, Springfield, Illinois
Freight Claim Agent	J. B. HARDAWAY, Springfield, Illinois

# Principal Component Properties

## Illinois Traction System

---

ATCHISON RAILWAY, LIGHT & POWER COMPANY  
BLOOMINGTON & NORMAL RAILWAY & LIGHT COMPANY  
BLOOMINGTON, DECATUR & CHAMPAIGN RAILROAD  
CAIRO CITY GAS COMPANY  
CAIRO ELECTRIC & TRACTION COMPANY  
CAIRO & ST. LOUIS RAILWAY COMPANY  
CAIRO RAILWAY & LIGHT COMPANY  
CENTRAL LIGHTING COMPANY  
CHICAGO, OTTAWA & PEORIA RAILWAY COMPANY  
CITIZENS LIGHTING COMPANY—LA SALLE-PERU  
CITIZENS PURE ICE COMPANY—JACKSONVILLE  
CLINTON GAS & ELECTRIC COMPANY  
COLFAX ELECTRIC LIGHT COMPANY  
CONSUMERS WATER & LIGHT COMPANY OF MARSEILLES  
DANVILLE, CHAMPAIGN & DECATUR RAILWAY & LIGHT COMPANY  
DANVILLE & EASTERN ILLINOIS RAILWAY COMPANY  
DANVILLE & NORTHERN RAILROAD COMPANY  
DANVILLE & SOUTHEASTERN RAILWAY COMPANY  
DANVILLE STREET RAILWAY & LIGHT COMPANY  
DANVILLE, URBANA & CHAMPAIGN RAILWAY COMPANY  
DECATUR RAILWAY & LIGHT COMPANY  
DES MOINES & CENTRAL IOWA ELECTRIC COMPANY  
DES MOINES ELECTRIC COMPANY  
GALESBURG ARTIFICIAL ICE COMPANY  
GALESBURG RAILWAY, LIGHTING & POWER COMPANY  
GALVA ELECTRIC LIGHT COMPANY  
ILLINOIS CENTRAL TRACTION COMPANY  
JACKSONVILLE RAILWAY & LIGHT COMPANY  
JEFFERSON CITY BRIDGE & TRANSIT COMPANY  
JEFFERSON CITY LIGHT, HEAT & POWER COMPANY  
MADISON COUNTY LIGHT & POWER COMPANY  
MILLS COUNTY POWER COMPANY  
MONTEZUMA ELECTRIC LIGHT, POWER & HEATING COMPANY  
MONTICELLO ELECTRIC LIGHT COMPANY  
MOUND CITY LIGHT & WATER COMPANY  
NEW VALLEY JUNCTION WATER & LIGHT COMPANY  
NORTH MISSOURI LIGHT & POWER COMPANY  
NORTHERN ILLINOIS LIGHT & TRACTION COMPANY  
OMAHA & LINCOLN RAILWAY & LIGHT COMPANY  
OSKALOOSA & BUXTON ELECTRIC RAILWAY COMPANY  
OSKALOOSA LIGHT & FUEL COMPANY  
OSKALOOSA TRACTION & LIGHT COMPANY  
PEOPLES TRACTION COMPANY  
PEORIA RAILWAY COMPANY  
QUINCY RAILWAY COMPANY  
ST. LOUIS ELECTRIC BRIDGE COMPANY  
ST. LOUIS ELECTRIC TERMINAL RAILWAY COMPANY  
ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD  
TOPEKA EDISON COMPANY  
TOPEKA RAILWAY COMPANY  
TOPEKA RAILWAY & LIGHT COMPANY  
URBANA & CHAMPAIGN RAILWAY, GAS & ELECTRIC COMPANY  
URBANA LIGHT, HEAT & POWER COMPANY  
WESTERN RAILWAYS & LIGHT COMPANY  
WICHITA RAILROAD & LIGHT COMPANY



# Resume of Service, Exclusive of Interurban, in Various Cities

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## STREET RAILWAY

ATCHISON, KANSAS  
BLOOMINGTON, ILLINOIS  
CAIRO, ILLINOIS  
CHAMPAIGN, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
EAST PEORIA, ILLINOIS  
GALESBURG, ILLINOIS  
GRANITE CITY, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
LASALLE, ILLINOIS  
MADISON, ILLINOIS  
NORMAL, ILLINOIS  
OTTAWA, ILLINOIS  
OSKALOOSA, IOWA  
PEORIA, ILLINOIS  
PERU, ILLINOIS  
PRINCETON, ILLINOIS  
QUINCY, ILLINOIS  
St. LOUIS, MISSOURI  
TOPEKA, KANSAS  
URBANA, ILLINOIS  
VENICE, ILLINOIS  
WICHITA, KANSAS

## GAS

ATCHISON, KANSAS  
CAIRO, ILLINOIS  
CARLINVILLE, ILLINOIS  
CHAMPAIGN, ILLINOIS  
CLINTON, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
GALESBURG, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
LASALLE, ILLINOIS  
OSKALOOSA, IOWA  
PERU, ILLINOIS  
URBANA, ILLINOIS

## HEATING

BLOOMINGTON, ILLINOIS  
CHAMPAIGN, ILLINOIS  
CLINTON, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
GALESBURG, ILLINOIS  
OSKALOOSA, IOWA  
TOPEKA, KANSAS  
URBANA, ILLINOIS

## WATER

MARSEILLES, ILLINOIS  
MOUND CITY, ILLINOIS

## ICE

GALESBURG, ILLINOIS  
JACKSONVILLE, ILLINOIS

## ELECTRIC LIGHTING AND POWER

ABINGDON, ILLINOIS  
ALTONA, ILLINOIS  
ATCHISON, KANSAS  
BISHOP HILL, ILLINOIS  
BLOOMINGTON, ILLINOIS  
BROOKLYN, ILLINOIS  
CAIRO, ILLINOIS  
CAMBRIDGE, ILLINOIS  
CARLINVILLE, ILLINOIS  
CEDAR CREEK, NEBRASKA  
CENTER, MISSOURI  
CHAMPAIGN, ILLINOIS  
CHENOA, ILLINOIS  
CHRISMAN, ILLINOIS  
CLINTON, ILLINOIS  
COLFAX, IOWA  
DANVILLE, ILLINOIS  
DAWSON, ILLINOIS  
DECATUR, ILLINOIS  
DES MOINES, IOWA  
EAST ALTON, ILLINOIS  
EAST BROOKLYN, ILLINOIS  
EDWARDSVILLE, ILLINOIS  
EL PASO, ILLINOIS  
FRANKFORT, MISSOURI  
GALESBURG, ILLINOIS  
GALVA, ILLINOIS  
GLEN CARBON, ILLINOIS  
GLENWOOD, IOWA  
GRETN, NEBRASKA  
GRIDLEY, ILLINOIS  
GEORGETOWN, ILLINOIS  
GRANITE CITY, ILLINOIS  
HUDSON, ILLINOIS  
INDIANOLA, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
KAPPA, ILLINOIS  
KNOXVILLE, ILLINOIS  
LA FAYETTE, ILLINOIS  
LASALLE, ILLINOIS  
LEXINGTON, ILLINOIS  
LOUISVILLE, NEBRASKA  
MADISON, ILLINOIS  
MARQUETTE, ILLINOIS  
MARSEILLES, ILLINOIS  
MEADOWS, ILLINOIS  
MINEOLA, IOWA  
MONTEZUMA, IOWA  
MONTICELLO, ILLINOIS  
MORTON, ILLINOIS  
MOUND CITY, ILLINOIS  
MOUNDS, ILLINOIS  
NATIONAL CITY, ILLINOIS  
NEW LONDON, MISSOURI  
NEW SHARON, IOWA  
NORMAL, ILLINOIS  
OAKLAND, KANSAS  
ONEIDA, ILLINOIS



## Resume of Service, Exclusive of Interurban, in Various Cities— Continued

OSKALOOSA, IOWA  
OTTAWA, ILLINOIS  
PAPILLION, NEBRASKA  
PERRY, MISSOURI  
PLATTSMOUTH, NEBRASKA  
PERU, ILLINOIS  
PRAIRIE CITY, ILLINOIS  
RALSTON, NEBRASKA  
RIDGE FARM, ILLINOIS  
SIDELL, ILLINOIS  
ST. AUGUSTINE, ILLINOIS  
SILVER CITY, IOWA  
SPRINGFIELD, NEBRASKA

TREMONT, ILLINOIS  
TOPEKA, KANSAS  
ULAH, ILLINOIS  
URBANA, ILLINOIS  
VALLEY JUNCTION, IOWA  
VENICE, ILLINOIS  
VERMILION GROVE, ILLINOIS  
VICTORIA, ILLINOIS  
WATAGA, ILLINOIS  
WOOD RIVER, ILLINOIS  
WESTVILLE, ILLINOIS  
WORDEN, ILLINOIS

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### TO THE SHAREHOLDERS

#### OF THE ILLINOIS TRACTION COMPANY

The Board of Directors submit herewith the Fourteenth Annual Report of your Company, together with Balance Sheet, Statement of Receipts and Expenditures, and other statistics, for the year ending December 31, 1917.

You will observe each department shows an increase in gross earnings over previous years, the interurban lines and electric properties comparing quite well in this respect. However, these increases are more than offset by the increases in operating expenses and taxes, which correspondingly affect the net earnings from operation. To enlighten you with respect to the causes for these increases, the more important items are commented upon herewith.

The additional cost of steam coal is \$456,011.89. The increased labor expense is \$316,679.16. The increase in taxes, including the new Federal taxes, is \$285,473.22. These three items, therefore, represent an increase in expenses over last year, of \$1,058,164.27. All maintenance supplies have been steadily advancing in cost, and while it is not possible to estimate closely the increased expenditures on this account, there has been a pronounced increase. Such materials as were in stock were used to the fullest advantage, in many instances the purchase of new materials thereby being avoided, and a considerable saving effected in this way.

It became increasingly apparent in the latter months of the year that the rates in effect for the services rendered by the Company were in almost all cases inadequate to meet the constantly increasing costs of fuel, labor and materials, and other conditions imposed by the war, and still permit a reasonable

recompense for the stockholders. Thereupon the Company began to place before the Public information as to the unusual conditions confronting our public utilities and the urgency for relief, in the form of increased rates, to take care of these increased costs. The necessary analysis has been completed to determine the adjusted rates for electric light and power, gas and street railway services, which are required to permit the continued maintenance of the properties at the same high standard attained in past years, and application made to the proper regulatory bodies for authority to make these rates effective at once.

An effort was made to secure the suspension of all flat rates for steam heating and sell to the consumer only through a meter, thereby eliminating the waste of steam which accompanies a system of flat rates. It was not possible, however, to secure a favorable decision on this petition prior to the beginning of the 1917 steam-heating season; but the adjustment will be applicable to the heating season next year.

On the interurban lines increases in various rates, and particularly in rates on coal, grain, and industrial switching, were made effective. The resulting increased revenue, with the additional tonnage handled which amounted to 24.55 per cent., was a substantial contributing factor in the total increase shown for the interurban department.

To provide the freight motive power required to satisfactorily handle the additional volume of this traffic, the construction of six new 800-H. P. locomotives was started and well along towards completion at the close of the year.

New equipment received consisted of the one hundred box-cars and one hundred coal-cars for the interurban lines, which were ordered in 1916, and street railway cars as follows: Fifteen for Wichita, six for Oskaloosa, three for Atchison, three of the eighteen ordered for Peoria, and one for La Salle.

At Champaign an addition to the power-plant building was constructed and the installation of a 1500-KW. turbine generator and four 500-H. P. boilers, with the necessary auxiliary apparatus, was completed. Two new 500-H. P. boilers were put into service at Galesburg. The Northern Illinois Light & Traction Company installed at La Salle a 4000-KW. turbine generator and four 500-H. P. boilers, with the auxiliaries required for economical operation, all housed in a modern new building. The construction work at the Danville power plant was practically completed at the

end of the year. This consisted of placing a 4000-KW. turbine in a suitable building prepared for it, and providing an ample water supply, which with the equipment for handling it, will bring about economical results in the operation of the plant. The additions to the power plant at Des Moines were also near completion at the close of the year. These included the installation of a 5000-KW. turbine and two 370-H. P. boilers, together with the necessary auxiliaries. There was also constructed a transmission line to Camp Dodge to provide electric service for the Government cantonment at that point. The completion of the new city dam in the Des Moines River, in the expense of which the Des Moines Company participated, made available 350 KW. of additional capacity by water-power operation.

The following new properties were acquired during the year: Galva (Illinois) Electric Company, supplying electricity to the towns of Galva, Cambridge, Oneida, Ulah, Bishop Hill, La Fayette, Victoria, Altona, and Wataga; North Missouri Light & Power Company, supplying electricity to the towns of New London, Frankfort, Center, and Perry; Galesburg (Illinois) Artificial Ice Company, engaged in the manufacture and distribution of ice, in cold storage, and a steam-heating business, in Galesburg; Omaha & Lincoln Railway & Light Company, supplying electricity to the Nebraska towns of Ralston, Papillion, Springfield, Louisville, Gretna, Cedar Creek, and Plattsmouth, and with seventeen miles of interurban railway extending from Omaha through South Omaha and Ralston to Papillion; Mills County (Iowa) Power Company, supplying electricity to the towns of Glenwood, Silver City, and Mineola.

Two hundred and thirty of the Company employees have entered the military service of the Government.

All accounts have been audited, as heretofore, by Messrs. P. S. Ross & Sons, Chartered Accountants, Montreal, who have affixed their signatures to the balance sheet and other statements.

Recognition is hereby made of the unusual and severe operating conditions with which all employees have had to contend during the entire year, and sincere appreciation is expressed for their response to the demands made upon them.

W. B. MCKINLEY,  
President.

H. E. CHUBBUCK,  
Vice-President Executive.



# STATEMENT OF PROPERTIES

## CONTROLLED BY

# ILLINOIS TRACTION COMPANY

### RECEIPTS AND EXPENDITURES

#### FOR THE YEAR ENDING DECEMBER 31, 1917.

<b>EARNINGS:</b>	
Interurban Lines .....	\$4,609,895.59
City Lines .....	3,198,056.49
Gas .....	1,035,169.29
Electric .....	4,295,501.31
Heat .....	383,092.02
Water .....	15,151.55
Miscellaneous .....	504,004.10
Total Gross Earnings .....	\$14,040,870.35
Total Operating Expenses including Taxes .....	9,149,176.26
Net from Operation .....	\$4,891,694.09
Interest on Bonds, etc. ....	3,082,121.33
	\$1,809,572.76
Less: Depreciation for 1917 .....	650,704.25
	\$1,158,868.51
Less: Bond Discount for 1917 .....	82,140.10
Surplus, 1917 .....	\$1,076,728.41

### ASSETS AND LIABILITIES

#### As AT DECEMBER 31, 1917.

<b>ASSETS</b>	
Stocks of Subsidiary Companies .....	\$22,768,203.97
Advances made to Subsidiary Companies .....	3,005,907.86
Accounts and Notes Receivable .....	374,820.38
Stores on Hand .....	304,219.33
Discount on Bonds .....	122,132.35
Cash .....	38,000.09

<b>LIABILITIES</b>	
Capital Stock—Common .....	\$12,331,000.00
Capital Stock—Preferred .....	7,289,500.00
Illinois Traction Co., Debenture Gold Bonds .....	2,000,000.00
Illinois Traction Co., 5% Debentures .....	1,000,000.00
Illinois Traction Co., Series "C" Debentures .....	1,500,000.00
Illinois Traction Co., Series "D" Debentures .....	62,000.00
Accounts and Notes Payable .....	704,775.97
Surplus to January 1, 1917:	
Net Amount .....	\$1,667,643.65
Bond Discount .....	420,538.19
	\$2,088,181.84
Surplus for 1917 .....	1,076,728.41
	\$3,164,910.25
Dividend on Preferred Stock:	
Subsidiary Companies .....	637,419.99
	\$2,527,490.26
Less: Dividend on Preferred Stock .....	432,750.00
	\$2,094,740.26
Less: Dividend on Com. Stock .....	368,732.25
	\$1,726,008.01
	\$26,613,283.98
	\$26,613,283.98

Certified Correct:  
B. E. BRAMBLE,  
General Auditor

THE PRESIDENT AND SHAREHOLDERS  
OF THE ILLINOIS TRACTION COMPANY  
CHAMPAIGN, ILLINOIS.

**GENTLEMEN:**

We hereby certify that the foregoing statement in our opinion, exhibits correctly the financial position of your Company as at December 31, 1917, as shown by the books of account.

The securities covering the investments of the Company have been verified by personal inspection or Trustees' certificates. The Cash and Bank balances have been verified. The value of Stores and Supplies has been substantiated by signed Inventories. The disbursements during the year have been verified by satisfactory vouchers.

MONTREAL, CANADA,  
March 20, 1918.

P. S. ROSS & SONS,  
Chartered Accountants.

# COMPARATIVE STATEMENT OF SUBSIDIARY COMPANIES OF ILLINOIS TRACTION COMPANY SHOWING

## RECEIPTS AND EXPENDITURES FOR YEARS 1910 TO 1917

EARNINGS:	1910	1911	1912	1913	1914	1915	1916	1917
Interurban Lines .....	\$2,793,789.94	\$3,238,712.90	\$3,395,634.18	\$3,604,265.34	\$3,626,635.54	\$3,559,028.03	\$3,993,836.09	\$4,609,895.59
City Lines .....	2,675,653.79	2,877,086.58	2,950,562.57	3,072,235.58	3,021,859.55	2,871,035.35	3,110,811.18	3,198,056.49
Gas .....	568,174.39	723,983.72	783,679.51	816,911.67	877,982.40	905,702.79	923,642.11	1,035,169.29
Electric .....	1,534,320.88	1,835,989.69	2,218,419.13	2,636,713.78	3,002,378.13	3,325,410.62	3,689,851.58	4,295,501.31
Heat .....	181,000.47	216,966.17	240,507.15	274,672.16	314,640.22	317,579.84	341,379.58	383,092.02
Water .....	3,586.31	7,289.40	12,030.68	13,538.77	14,385.69	14,215.86	14,476.25	15,151.55
Miscellaneous .....	42,142.60	47,087.65	109,644.03	102,760.96	254,972.73	195,022.21	492,450.38	504,004.10
Total Gross Earnings .....	7,798,668.38	8,947,116.11	9,710,477.25	10,521,098.26	11,112,854.26	11,187,994.70	12,566,447.17	14,040,870.35
Operating Exp. and Taxes .....	4,680,322.77	5,404,622.94	5,775,043.13	6,198,872.65	6,587,462.64	6,657,569.14	7,489,797.34	9,149,176.26
Net from Operating .....	3,118,345.61	3,542,493.17	3,935,434.12	4,322,225.61	4,525,391.62	4,530,425.56	5,076,649.83	4,891,694.09
Interest on Bonds, etc. ....	2,027,874.77	2,502,173.01	2,672,402.51	2,883,239.52	3,290,786.59	3,268,607.01	3,603,417.34	3,719,541.32
Available for Depr. Div., etc. ....	1,090,470.84	1,040,320.16	1,263,031.61	1,438,986.09	1,234,605.03	1,261,818.55	1,473,232.49	1,172,152.77





# ILLINOIS TRACTION COMPANY

Fifteenth Annual Report of the Directors  
to the Shareholders

**1918**



# ILLINOIS TRACTION COMPANY

Fifteenth Annual Report of the Directors  
to the Shareholders

January first, nineteen hundred nineteen

## Table of Contents

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	PAGE
OFFICERS OF THE ILLINOIS TRACTION COMPANY.....	3-4
STATEMENT OF PROPERTIES.....	5
RESUME OF SERVICE.....	6
REPORT OF THE DIRECTORS.....	7-9
Statement, Receipts and Expenditures, Assets and Liabilities.....	10
Comparative Statement of Receipts and Expenditures.....	11

1863  
v. 15  
Officers of Illinois Traction Company

1918

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Directors

HON. WM. B. MCKINLEY.....	President
GEO. M. MATTIS.....	Vice President and Treasurer
T. B. MACAULAY.....	Secretary
S. H. EWING.....	Director
J. R. DOUGALL.....	Director
ABNER KINGMAN.....	Director
EDWARD WOODMAN.....	Director

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Officers

President.....	HON. WM. B. MCKINLEY, Champaign, Ill.
Vice-President Executive and General Manager ..	H. E. CHUBBUCK, Peoria, Ill.
Vice-President and Treasurer.....	GEO. M. MATTIS, Champaign, Ill.
Assistant Treasurer,,.....	GEO. R. McCOMB, Champaign, Ill.
Assistant General Manager—Interurban Lines..	C. F. HANDSHY, Springfield, Ill.
Assistant General Manager—Kansas Properties,,	A. M. PATTEN, Topeka, Kan.
Assistant to Vice-President Executive,,.....	E. W. FOWLER, Peoria, Ill.
Secretary.....	T. B. MACAULAY, Montreal, Canada

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Comptroller,,.....	JNO. M. C. HORN, Champaign, Ill.
General Auditor,,.....	B. E. BRAMBLE, Champaign, Ill.
General Solicitor,,.....	HENRY I. GREEN, Urbana-Champaign, Ill.
General Attorney.....	GEO. W. BURTON, Peoria, Ill.
Attorney.....	JAMES A. KNOWLTON, Peoria, Ill.
Chief Surgeon.....	H. M. BASCOM, M. D., Peoria, Ill.
Chief Operating Engineer.....	E. S. HIGHT, Peoria, Ill.
Supervisor of Capital Expenditures.....	T. A. SMITH, Champaign, Ill.
Supervisor of Operating Expenditures.....	W. J. ACHELPOHL, Peoria, Ill.
Rate Engineer.....	F. A. WARFIELD, Peoria, Ill.
Purchasing Agent.....	H. J. VANCE, Peoria, Ill.
Publicity Manager,,.....	E. E. SOULES, Peoria, Ill.
General Claim Agent.....	GEO. R. WHITMORE, Peoria, Ill.
Engineer Motive Power and Equipment.....	J. M. BOSENBURY, Peoria, Ill.
Chartered Accountants and Supervising Auditors	P. S. ROSS & SONS, Montreal, Canada



## General Superintendents City Properties

D. W. SNYDER, JR.....	Bloomington, Illinois
E. A. ROEHRY.....	Cairo, Illinois
F. W. BEDARD,, , , , .....	Champaign, Illinois
C. A. CLINE .....	Clinton, Illinois
J. E. JOHNSON.....	Danville, Illinois
M. L. HARRY.....	Decatur, Illinois
R. F. CARLEY,, , , , .....	Galesburg, Illinois
E. O. BROWN.....	Galva, Illinois
E. H. GRAY.....	Jacksonville, Illinois
L. W. HESS,, , , , .....	LaSalle, Peru, and Ottawa, Illinois
R. W. BAILEY.....	Peoria, Illinois
W. A. MARTIN.....	Quincy, Illinois
J. A. GLOVER,.....	Urbana, Illinois
M. G. LINN.....	Des Moines, Iowa
J. H. PORTER,, , , , .....	Oskaloosa, Iowa
J. W. WAGGENER.....	Atchison, Kansas
A. H. PURDY.....	Topeka, Kansas
H. W. PATTEN.....	Topeka, Kansas
C. R. LEWIS.....	Wichita, Kansas
R. F. PALMBLAD.....	Jefferson City, Missouri
E. D. BELL,, , , , .....	St. Louis, Missouri
W. C. EDMISTON,, , , , .....	Ralston, Nebraska

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## Interurban Railway Department

General Superintendent, C., O. & P. Ry. Co.....	F. E. FISHER, Joliet, Illinois
General Freight Agent,.....	C. E. BODE, Springfield, Illinois
General Passenger Agent.....	W. P. POTTER, Springfield, Illinois
Engineer Maintenance of Way,.....	L. B. MARTIN, Springfield, Illinois
Signal Engineer.....	J. G. M. LEISENRING, Springfield, Illinois
Superintendent Sleeping and Parlor Cars, , , , .....	J. B. HUGHEY, Springfield, Illinois
Industrial Agent.....	W. H. EVANS, Lincoln, Illinois
Superintendent of Transportation.....	F. R. EDMONSTON, Springfield, Illinois
Freight Claim Agent,.....	J. B. HARDAWAY, Springfield, Illinois

# Principal Component Properties

## Illinois Traction System

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ATCHISON RAILWAY, LIGHT & POWER COMPANY  
BLOOMINGTON & NORMAL RAILWAY & LIGHT COMPANY  
BLOOMINGTON, DECATUR & CHAMPAIGN RAILROAD  
CAIRO CITY GAS COMPANY  
CAIRO ELECTRIC & TRACTION COMPANY  
CAIRO & ST. LOUIS RAILWAY COMPANY  
CAIRO RAILWAY & LIGHT COMPANY  
CENTRAL LIGHTING COMPANY  
CHICAGO, OTTAWA & PEORIA RAILWAY COMPANY  
CITIZENS LIGHTING COMPANY—LA SALLE-PERU  
CITIZENS PURE ICE COMPANY—JACKSONVILLE  
CLINTON GAS & ELECTRIC COMPANY  
COLFAX ELECTRIC LIGHT COMPANY  
CONSUMERS WATER & LIGHT COMPANY OF MARSEILLES  
DANVILLE, CHAMPAIGN & DECATUR RAILWAY & LIGHT COMPANY  
DANVILLE & EASTERN ILLINOIS RAILWAY COMPANY  
DANVILLE & NORTHERN RAILROAD COMPANY  
DANVILLE & SOUTHEASTERN RAILWAY COMPANY  
DANVILLE STREET RAILWAY & LIGHT COMPANY  
DANVILLE, URBANA & CHAMPAIGN RAILWAY COMPANY  
DECATUR RAILWAY & LIGHT COMPANY  
DES MOINES & CENTRAL IOWA ELECTRIC COMPANY  
DES MOINES ELECTRIC COMPANY  
GALESBURG ARTIFICIAL ICE COMPANY  
GALESBURG RAILWAY, LIGHTING & POWER COMPANY  
GALVA ELECTRIC LIGHT COMPANY  
ILLINOIS CENTRAL TRACTION COMPANY  
JACKSONVILLE RAILWAY & LIGHT COMPANY  
JEFFERSON CITY BRIDGE & TRANSIT COMPANY  
JEFFERSON CITY LIGHT, HEAT & POWER COMPANY  
MADISON COUNTY LIGHT & POWER COMPANY  
MILLS COUNTY POWER COMPANY  
MONTEZUMA ELECTRIC LIGHT, POWER & HEATING COMPANY  
MONTICELLO ELECTRIC LIGHT COMPANY  
MOUND CITY LIGHT & WATER COMPANY  
NEW VALLEY JUNCTION WATER & LIGHT COMPANY  
NORTH MISSOURI LIGHT & POWER COMPANY  
NORTHERN ILLINOIS LIGHT & TRACTION COMPANY  
OMAHA & LINCOLN RAILWAY & LIGHT COMPANY  
OSKALOOSA & BUXTON ELECTRIC RAILWAY COMPANY  
OSKALOOSA LIGHT & FUEL COMPANY  
OSKALOOSA TRACTION & LIGHT COMPANY  
PEOPLES TRACTION COMPANY  
PEORIA RAILWAY COMPANY  
QUINCY RAILWAY COMPANY  
ST. LOUIS ELECTRIC BRIDGE COMPANY  
ST. LOUIS ELECTRIC TERMINAL RAILWAY COMPANY  
ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD  
TOPEKA EDISON COMPANY  
TOPEKA RAILWAY COMPANY  
TOPEKA RAILWAY & LIGHT COMPANY  
URBANA & CHAMPAIGN RAILWAY, GAS & ELECTRIC COMPANY  
URBANA LIGHT, HEAT & POWER COMPANY  
WESTERN RAILWAYS & LIGHT COMPANY  
WICHITA RAILROAD & LIGHT COMPANY

# Resume of Service, Exclusive of Interurban, in Various Cities

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## STREET RAILWAY

ATCHISON, KANSAS  
BLOOMINGTON, ILLINOIS  
CAIRO, ILLINOIS  
CHAMPAIGN, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
EAST PEORIA, ILLINOIS  
GALESBURG, ILLINOIS  
GRANITE CITY, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
LASALLE, ILLINOIS  
MADISON, ILLINOIS  
NORMAL, ILLINOIS  
OTTAWA, ILLINOIS  
OSKALOOSA, IOWA  
PEORIA, ILLINOIS  
PERU, ILLINOIS  
QUINCY, ILLINOIS  
ST. LOUIS, MISSOURI  
TOPEKA, KANSAS  
URBANA, ILLINOIS  
VENICE, ILLINOIS  
WICHITA, KANSAS

## GAS

ATCHISON, KANSAS  
CAIRO, ILLINOIS  
CARLINVILLE, ILLINOIS  
CHAMPAIGN, ILLINOIS  
CLINTON, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
GALESBURG, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
LASALLE, ILLINOIS  
OSKALOOSA, IOWA  
PERU, ILLINOIS  
URBANA, ILLINOIS

## HEATING

BLOOMINGTON, ILLINOIS  
CHAMPAIGN, ILLINOIS  
CLINTON, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
GALESBURG, ILLINOIS  
OSKALOOSA, IOWA  
TOPEKA, KANSAS  
URBANA, ILLINOIS

## WATER

MARSEILLES, ILLINOIS  
MOUND CITY, ILLINOIS

## ICE

GALESBURG, ILLINOIS  
JACKSONVILLE, ILLINOIS

## ELECTRIC LIGHTING AND POWER

ABINGDON, ILLINOIS  
ALTONA, ILLINOIS  
ATCHISON, KANSAS  
BISHOP HILL, ILLINOIS  
BLOOMINGTON, ILLINOIS  
BROOKLYN, ILLINOIS  
CAIRO, ILLINOIS  
CAMBRIDGE, ILLINOIS  
CARLINVILLE, ILLINOIS  
CEDAR CREEK, NEBRASKA  
CENTER, MISSOURI  
CHAMPAIGN, ILLINOIS  
CHENOA, ILLINOIS  
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EAST GALESBURG, ILLINOIS  
EDWARDSVILLE, ILLINOIS  
EL PASO, ILLINOIS  
FRANKFORT, MISSOURI  
GALESBURG, ILLINOIS  
GALVA, ILLINOIS  
GEORGETOWN, ILLINOIS  
GLEN CARBON, ILLINOIS  
GLENWOOD, IOWA  
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GRIDLEY, ILLINOIS  
GRANITE CITY, ILLINOIS  
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KNOXVILLE, ILLINOIS  
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LASALLE, ILLINOIS  
LEXINGTON, ILLINOIS  
LOUISVILLE, NEBRASKA  
MADISON, ILLINOIS  
MARQUETTE, ILLINOIS  
MARSEILLES, ILLINOIS  
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MINEOLA, IOWA  
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## Resume of Service, Exclusive of Interurban, in Various Cities— Continued

OSKALOOSA, IOWA  
OTTAWA, ILLINOIS  
PAPILLION, NEBRASKA  
PERRY, MISSOURI  
PLATTSMOUTH, NEBRASKA  
PERU, ILLINOIS  
PRAIRIE CITY, ILLINOIS  
RALSTON, NEBRASKA  
RIDGE FARM, ILLINOIS  
SIDELL, ILLINOIS  
ST. AUGUSTINE, ILLINOIS  
SILVER CITY, IOWA  
SPRINGFIELD, NEBRASKA

TREMONT, ILLINOIS  
TOPEKA, KANSAS  
ULAH, ILLINOIS  
URBANA, ILLINOIS  
VALLEY JUNCTION, IOWA  
VENICE, ILLINOIS  
VERMILION GROVE, ILLINOIS  
VICTORIA, ILLINOIS  
WATAGA, ILLINOIS  
WOOD RIVER, ILLINOIS  
WESTVILLE, ILLINOIS  
WORDEN, ILLINOIS

---

### TO THE SHAREHOLDERS

#### OF THE ILLINOIS TRACTION COMPANY

The Board of Directors submit herewith the Fifteenth Annual Report of your Company, together with Balance Sheet, Statement of Receipts and Expenditures, and other statistics, for the year ending December 31, 1918.

The gross earnings from all departments total \$15,261,003.05 which is an increase over 1917 of \$1,220,132.70. Each department contributed toward this increase as follows: Interurban Lines, \$130,183.70; City Lines, \$153,199.72; Gas, \$246,934.46; Electric, \$592,241.76; Heat, \$29,687.24; Water, \$484.51; Miscellaneous, \$67,401.31.

The year was unusual in many respects, principally due to conditions resulting from the war. All items of expense entering into the operation, continued to increase; notably, \$700,086.55 for wages, \$545,635.64 for steam coal, \$142,425.61 for material and supplies, \$117,527.30 for gas coal and oil. These items therefore account for an increase in operating expenses of \$1,505,675.10—the total increase being \$1,817,821.94.

Higher wages were made necessary by the great advance in the cost of living, and to meet the competitive bidding for labor by manufacturers and others in this territory whose product was used for war purposes and who were practically unrestricted in fixing the prices for their commodities. The National War Labor Board, acting upon a petition from the carmen at Galesburg and ignoring the contract in effect, awarded an increase of sixty per cent in wages, without making provision for the additional revenue needed to meet this increase. This lead to the dissatisfaction of other employees and had an influence on the other properties,



resulting in some minor labor disputes on the city lines. The interurban lines suspended operations for ten days in December during negotiations with the trainmen on a wage scale for the ensuing year.

Control of the mining and distribution of coal was exercised by the United States Fuel Administration during the entire year. The substantial increase in the mining rate and the corresponding advance in the price of coal, as fixed by the Fuel Administration, contributed very largely to the Company's increased expense for steam and gas coal. In this connection, it should be noted that had it not been for the Company's direct control of considerable coal tonnage on its interurban lines, this item would have been further materially increased.

The utmost effort was made by the management early in the year to secure an adjustment in rates necessary to provide revenue which would harmonize with the greatly increased operating expenses. On the interurban lines an increase of twenty-five percent in joint freight rates became effective June 25th, followed by an increase of twenty-five percent in local freight rates on intrastate and interstate traffic, effective August 3rd and November 1st respectively. On November 15th an increase of fifty percent in intrastate passenger fares became effective and on December 19th the Interstate Commerce Commission issued an order authorizing a corresponding increase in interstate fares, which will become effective early in the coming year. While general increases were authorized in electric light and power, gas, street railway and heating rates, that there were insufficient to offset the advanced operating costs is attested by a comparison of the net earnings with the net earnings of the previous year.

Among the extraordinary factors adversely affecting the receipts were the so-called "lightless nights", and the epidemics of influenza. In its efforts to bring about fuel conservation, the United States Fuel Administration required a reduction in street and display illumination on stated nights in each week, extending throughout the greater part of the year. Also, in the classification of industries by the War Industries Board, those which were considered as non-essential toward winning the war, were curtailed in their operations, with a consequent reduction in the demand for electric power.

There were three distinct epidemics of influenza in our territory. The local health authorities, to retard the spread of these epidemics, compelled the closing of schools, churches and amusement places,

also prohibiting public gatherings. Further, it was recommended that the public use the street cars as little as possible. These measures resulted in a considerable loss in receipts to the street railway and interurban lines.

The number of employees entering the Army and Navy reached a total of six hundred and forty-eight. It was the announced policy of the Company to hold open the positions of all of these men, and at December 31st thirty-seven of them had returned and resumed their former duties. It is with extreme regret announcement is made that nine of the employees were killed or died in the service.

We also mourn the loss of two of the Company officials, through death. Mr. W. H. Carnahan, Assistant Treasurer, died May 17th, and Mr. H. J. Pepper, General Superintendent of the Urbana & Champaign Railway, Gas & Electric Company at Champaign, died October 17th. Each had served the Company for many years and it is desired to fittingly recognize herein the Management's sincere appreciation of their loyalty and energy.

The great difficulty experienced in the previous year to secure suitable gas coal and at a price within reason made advisable the acquisition of coal acreage under the direct control of the Company. Accordingly suitable coal lands were leased in eastern Kentucky and the development of the mine was nearing completion at December 31st. The coal is of high quality for gas making purposes and within the next few months the output will be sufficient to fill our requirements for this grade of coal.

All accounts have been audited and verified, as heretofore, by Messers. P. S. Ross & Sons, Chartered Accountants, Montreal, who have affixed their signatures to the balance sheet and other statements.

The unprecedented operating conditions of the year imposed an unusual strain on all officers and employes, and grateful acknowledgement is hereby made for their response.

W. B. McKINLEY,  
President.

H. E. CHUBBUCK,  
Vice President Executive.



# STATEMENT OF PROPERTIES

CONTROLLED BY

## ILLINOIS TRACTION COMPANY

### RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING DECEMBER 31, 1918

<b>EARNINGS:</b>	
Interurban Lines.....	\$4,740,079.29
City Lines.....	3,351,256.21
Gas.....	1,282,103.75
Electric.....	4,887,743.07
Heat.....	412,779.26
Water.....	15,636.06
Miscellaneous.....	571,405.41
<b>Total Gross Earnings.....</b>	<b>\$15,261,003.05</b>
<b>Total Operating Expenses including Taxes.....</b>	<b>10,966,998.20</b>
<b>Net from Operation.....</b>	<b>\$4,294,004.85</b>
<b>Interest on Bonds, Etc.....</b>	<b>3,125,759.04</b>
	<b>\$1,168,245.81</b>
<b>Less: Depreciation for 1918.....</b>	<b>611,159.41</b>
	<b>557,086.40</b>
<b>Less: Bond Discount for 1918.....</b>	<b>92,123.65</b>
<b>Surplus, 1918.....</b>	<b>464,962.75</b>

### ASSETS AND LIABILITIES As at DECEMBER 31, 1918

<b>ASSETS</b>	
Stocks of Subsidiary Companies.....	\$21,796,393.98
Advances made to Subsidiary Companies.....	3,230,619.02
Accounts and Notes Receivable.....	161,389.36
Stores on Hand.....	274,419.07
Discount on Bonds.....	116,614.70
Cash.....	204,825.64

<b>LIABILITIES</b>	
Capital Stock, Common.....	\$12,331,000.00
Capital Stock, Preferred.....	7,289,500.00
Illinois Traction Co., Debenture Gold Bonds.....	2,000,000.00
Illinois Traction Co., 5% Debentures.....	1,000,000.00
Illinois Traction Co., Series 'C' Debentures.....	1,500,000.00
Illinois Traction Co., Series 'D' Debentures.....	62,000.00
Accounts and Notes Payable.....	541,415.51
Surplus to January 1, 1918.....	\$1,726,008.01
Surplus for 1918      464,962.75	
Misc. Additions to Surplus      153,727.75	618,690.50
	<b>\$2,344,698.51</b>
Dividend on Preferred Stocks:	
Subsidiary Companies .....	<b>\$754,502.00</b>
	1,590,196.51
<b>Less: Dividend on Preferred Stock.....</b>	<b>437,370.00</b>
	<b>\$1,152,826.51</b>
<b>Less: Dividend on Common Stock .....</b>	<b>92,480.25</b>
	<b>\$1,060,346.26</b>
	<b>\$25,784,261.77</b>
	<b>\$25,784,261.77</b>

Certified Correct:  
B. E. BRAMBLE,  
General Auditor

**THE PRESIDENT AND SHAREHOLDERS  
OF THE ILLINOIS TRACTION COMPANY**  
Champaign, Illinois

Gentlemen:-

We hereby certify that the foregoing statement in our opinion, exhibits correctly the financial position of your Company as at December 31st, 1918, as shown by the book of account.

The securities covering the investments of the Company have been verified by personal inspection or Trustees' certificates. The Cash and Bank balances have been verified. The value of Stores and Supplies have been substantiated by signed Inventories. The disbursements during the year have been verified by satisfactory vouchers.

**MONTREAL, CANADA**  
**March 20th, 1919.**

**P. S. ROSS & SONS,**  
Chartered Accountants.

# COMPARATIVE STATEMENT OF SUBSIDIARY COMPANIES OF ILLINOIS TRACTION COMPANY SHOWING

## RECEIPTS AND EXPENDITURES FOR YEARS 1911 TO 1918

EARNINGS:	1911	1912	1913	1914	1915	1916	1917	1918
Interurban Lines .....	\$3,238,712.90	\$3,395,634.18	\$3,604,265.34	\$3,626,635.54	\$3,559,028.03	3,993,836.09	\$4,609,895.59	\$4,740,079.29
City Lines .....	2,877,086.58	2,950,562.57	3,072,235.58	3,021,859.55	2,871,035.35	3,110,811.18	3,198,056.49	3,351,256.21
Gas .....	723,983.72	783,679.51	816,911.67	877,982.40	905,702.79	923,642.11	1,035,169.29	1,282,103.75
Electric .....	1,835,989.69	2,218,419.13	2,636,713.78	3,002,378.13	3,325,410.62	3,689,851.58	4,293,501.31	4,887,743.07
Heat .....	216,966.17	240,507.15	274,672.16	314,640.22	317,579.84	341,379.58	383,092.02	412,779.26
Water .....	7,289.40	12,030.68	13,538.77	14,385.69	14,215.86	14,476.25	15,151.55	15,636.06
Miscellaneous .....	47,087.65	109,644.03	102,760.96	254,972.73	195,022.21	492,450.38	504,004.10	571,405.41
Total Gross Earnings .....	8,947,116.11	9,710,477.25	10,521,098.26	11,112,854.26	11,187,994.70	12,566,447.17	14,040,870.35	15,261,003.05
Operating Exp. and Taxes .....	5,404,622.94	5,775,043.13	6,198,872.65	6,587,462.64	6,657,569.14	7,489,797.34	9,149,176.26	10,966,998.20
Net from Operating .....	3,542,493.17	3,935,434.12	4,322,225.61	4,525,391.62	4,530,425.56	5,076,649.83	4,891,694.09	4,294,004.85
Interest on Bonds, etc. ....	2,502,173.01	2,672,402.51	2,883,239.52	3,290,786.59	3,268,607.01	3,603,417.34	3,719,541.32	3,880,261.04
Available for Depr. Div., etc. ....	1,040,320.16	1,263,031.61	1,438,986.09	1,234,603.03	1,261,818.55	1,473,232.49	1,172,152.77	413,743.81



# ILLINOIS TRACTION COMPANY

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to the Shareholders

1919





# ILLINOIS TRACTION COMPANY

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to the Shareholders

January first, nineteen hundred twenty

## Table of Contents

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	PAGE
OFFICERS OF THE ILLINOIS TRACTION COMPANY. . . . .	3-4
STATEMENT OF PROPERTIES. . . . .	5
RESUME OF SERVICE. . . . .	6
REPORT OF THE DIRECTORS. . . . .	7-9
Statement, Receipts and Expenditures, Assets and Liabilities. . . . .	10
Comparative Statement of Receipts and Expenditures. . . . .	11

# Officers of Illinois Traction Company

## 1919

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### Directors

HON. WM. B. MCKINLEY.....	President
GEO. M. MATTIS.....	Vice President and Treasurer
T. B. MACAULAY.....	Secretary
S. H. EWING.....	Director
J. R. DOUGALL.....	Director
ABNER KINGMAN.....	Director
EDWARD WOODMAN.....	Director

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### Officers

President.....	HON. WM. B. MCKINLEY, Champaign, Ill.
Vice-President Executive and General Manager....	H. E. CHUBBUCK, Peoria, Ill.
Vice-President and Treasurer.....	GEO. M. MATTIS, Champaign, Ill.
Assistant Treasurer.....	GEO. R. MCCOMB, Champaign, Ill.
Assistant General Manager—Interurban Lines..	C. F. HANDSHY, Springfield, Ill.
Assistant General Manager—Kansas Properties...	A. M. PATTEN, Topeka, Kan.
Assistant to Vice-President Executive.....	E. W. FOWLER, Peoria, Ill.
Secretary.....	T. B. MACAULAY, Montreal, Canada

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Comptroller.....	JNO. M. C. HORN, Champaign, Ill.
General Auditor.....	B. E. BRAMBLE, Champaign, Ill.
General Solicitor.....	HENRY I. GREEN, Urbana-Champaign, Ill.
General Attorney.....	GEO. W. BURTON, Peoria, Ill.
Attorney.....	JAMES A. KNOWLTON, Peoria, Ill.
Chief Surgeon.....	H. M. BASCOM, M. D., PEORIA, Ill.
Chief Operating Engineer.....	E. S. HIGHT, Peoria, Ill.
Supervisor of Capital Expenditures.....	T. A. SMITH, Champaign, Ill.
Supervisor of Operating Expenditures.....	W. J. ACHELPOHL, Peoria, Ill.
Rate Engineer.....	F. A. WARFIELD, Peoria, Ill.
Gas Engineer.....	R. B. RICHARDSON, Peoria, Ill.
Purchasing Agent.....	H. J. VANCE, Peoria, Ill.
Publicity Manager.....	E. E. SOULES, Peoria, Ill.
General Claim Agent.....	GEO. R. WHITMORE, Peoria, Ill.
Engineer Motive Power and Equipment.....	J. M. BOSENBURY, Peoria, Ill.
Chartered Accountants and Supervising Auditors,	P. S. ROSS & SONS, Montreal, Canada

## General Superintendents City Properties

D. W. SNYDER, JR.	Bloomington, Illinois
E. A. ROEHRY	Cairo, Illinois
F. W. BEDARD	Champaign, Illinois
C. A. CLINE	Clinton, Illinois
J. E. JOHNSON	Danville, Illinois
M. L. HARRY	Decatur, Illinois
R. F. CARLEY	Galesburg, Illinois
E. O. BROWN	Galva, Illinois
E. H. GRAY	Jacksonville, Illinois
L. W. HESS	LaSalle, Peru, and Ottawa, Illinois
R. W. BAILEY	Peoria, Illinois
W. A. MARTIN	Quincy, Illinois
J. A. GLOVER	Urbana, Illinois
M. G. LINN	Des Moines, Iowa
J. H. PORTER	Oskaloosa, Iowa
J. W. WAGGENER	Atchison, Kansas
A. H. PURDY	Topeka, Kansas
H. W. PATTEN	Topeka, Kansas
C. R. LEWIS	Wichita, Kansas
R. F. PALMBLADE	Jefferson City, Missouri
E. D. BELL	St. Louis, Missouri
W. C. EDMISTON	Ralston, Nebraska

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## Interurban Railway Department

Traffic Manager	W. H. WYLIE, Peoria, Illinois
Assistant Traffic Manager	E. E. KESTER, Peoria, Illinois
Assistant to Traffic Manager	G. W. LUSK, Peoria, Illinois
General Superintendent	L. B. MARTIN, Springfield, Illinois
Engineer Maintenance of Way	J. I. CATHERMAN, Springfield, Illinois
Signal Engineer	J. G. M. LEISENRING, Springfield, Illinois
Superintendent Sleeping and Parlor Cars	J. B. HUGHEY, Springfield, Illinois
Industrial Agent	W. H. EVANS, Lincoln, Illinois
Freight Claim Agent	J. B. HARDAWAY, Springfield, Illinois
General Superintendent, C., O. & P. Ry. Co.	F. E. FISHER, Joliet, Illinois

# Principal Component Properties

## Illinois Traction System

---

ATCHISON RAILWAY, LIGHT & POWER COMPANY  
BLOOMINGTON & NORMAL RAILWAY & LIGHT COMPANY  
BLOOMINGTON, DECATUR & CHAMPAIGN RAILROAD  
CAIRO CITY GAS COMPANY  
CAIRO ELECTRIC & TRACTION COMPANY  
CAIRO & ST. LOUIS RAILWAY COMPANY  
CAIRO RAILWAY & LIGHT COMPANY  
CENTRAL LIGHTING COMPANY  
CHICAGO, OTTAWA & PEORIA RAILWAY COMPANY  
CITIZENS LIGHTING COMPANY—LA SALLE-PERU  
CITIZENS PURE ICE COMPANY—JACKSONVILLE  
CLINTON GAS & ELECTRIC COMPANY  
COLFAX ELECTRIC LIGHT COMPANY  
CONSUMERS WATER & LIGHT COMPANY OF MARSEILLES  
DANVILLE, CHAMPAIGN & DECATUR RAILWAY & LIGHT COMPANY  
DANVILLE & EASTERN ILLINOIS RAILWAY COMPANY  
DANVILLE & NORTHERN RAILROAD COMPANY  
DANVILLE & SOUTHEASTERN RAILWAY COMPANY  
DANVILLE STREET RAILWAY & LIGHT COMPANY  
DANVILLE, URBANA & CHAMPAIGN RAILWAY COMPANY  
DECATUR RAILWAY & LIGHT COMPANY  
DES MOINES & CENTRAL IOWA ELECTRIC COMPANY  
DES MOINES ELECTRIC COMPANY  
GALESBURG ARTIFICIAL ICE COMPANY  
GALESBURG RAILWAY, LIGHTING & POWER COMPANY  
GALVA ELECTRIC LIGHT COMPANY  
ILLINOIS CENTRAL TRACTION COMPANY  
JACKSONVILLE RAILWAY & LIGHT COMPANY  
JEFFERSON CITY BRIDGE & TRANSIT COMPANY  
JEFFERSON CITY LIGHT, HEAT & POWER COMPANY  
MADISON COUNTY LIGHT & POWER COMPANY  
MILLS COUNTY POWER COMPANY  
MONTEZUMA ELECTRIC LIGHT, POWER & HEATING COMPANY  
MONTICELLO ELECTRIC LIGHT COMPANY  
MOUND CITY LIGHT & WATER COMPANY  
NEW VALLEY JUNCTION WATER & LIGHT COMPANY  
NORTH MISSOURI LIGHT & POWER COMPANY  
NORTHERN ILLINOIS LIGHT & TRACTION COMPANY  
OMAHA & LINCOLN RAILWAY & LIGHT COMPANY  
OSKALOOSA & BUXTON ELECTRIC RAILWAY COMPANY  
OSKALOOSA LIGHT & FUEL COMPANY  
OSKALOOSA TRACTION & LIGHT COMPANY  
PEOPLES TRACTION COMPANY  
PEORIA RAILWAY COMPANY  
QUINCY RAILWAY COMPANY  
ST. LOUIS ELECTRIC BRIDGE COMPANY  
ST. LOUIS ELECTRIC TERMINAL RAILWAY COMPANY  
ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD  
TOPEKA EDISON COMPANY  
TOPEKA RAILWAY COMPANY  
TOPEKA RAILWAY & LIGHT COMPANY  
URBANA & CHAMPAIGN RAILWAY, GAS & ELECTRIC COMPANY  
URBANA LIGHT, HEAT & POWER COMPANY  
WESTERN RAILWAYS & LIGHT COMPANY  
WICHITA RAILROAD & LIGHT COMPANY

# Resume of Service, Exclusive of Interurban, in Various Cities

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## STREET RAILWAY

ATCHISON, KANSAS  
BLOOMINGTON, ILLINOIS  
CAIRO, ILLINOIS  
CHAMPAIGN, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
EAST PEORIA, ILLINOIS  
GALESBURG, ILLINOIS  
GRANITE CITY, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
LASALLE, ILLINOIS  
MADISON, ILLINOIS  
NORMAL, ILLINOIS  
OTTAWA, ILLINOIS  
OSKALOOSA, IOWA  
PEORIA, ILLINOIS  
PERU, ILLINOIS  
QUINCY, ILLINOIS  
ST. LOUIS, MISSOURI  
TOPEKA, KANSAS  
URBANA, ILLINOIS  
VENICE, ILLINOIS  
WICHITA, KANSAS

## GAS

ATCHISON, KANSAS  
CAIRO, ILLINOIS  
CARLINVILLE, ILLINOIS  
CHAMPAIGN, ILLINOIS  
CLINTON, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
GALESBURG, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
LASALLE, ILLINOIS  
OSKALOOSA, IOWA  
PERU, ILLINOIS  
URBANA, ILLINOIS

## HEATING

BLOOMINGTON, ILLINOIS  
CHAMPAIGN, ILLINOIS  
CLINTON, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
GALESBURG, ILLINOIS  
OSKALOOSA, IOWA  
TOPEKA, KANSAS  
URBANA, ILLINOIS

## WATER

MARSEILLES, ILLINOIS  
MOUND CITY, ILLINOIS

## ICE

GALESBURG, ILLINOIS  
JACKSONVILLE, ILLINOIS

## ELECTRIC LIGHTING & POWER

ABINGDON, ILLINOIS  
ALTONA, ILLINOIS  
ATCHISON, KANSAS  
BISHOP HILL, ILLINOIS  
BLOOMINGTON, ILLINOIS  
BROOKLYN, ILLINOIS  
CAIRO, ILLINOIS  
CAMBRIDGE, ILLINOIS  
CARLINVILLE, ILLINOIS  
CEDAR CREEK, NEBRASKA  
CENTER, MISSOURI  
CHAMPAIGN, ILLINOIS  
CHENOA, ILLINOIS  
CHRISMAN, ILLINOIS  
CLINTON, ILLINOIS  
COLFAX, IOWA  
DANVILLE, ILLINOIS  
DAWSON, ILLINOIS  
DECATUR, ILLINOIS  
DES MOINES, IOWA  
EAST ALTON, ILLINOIS  
EAST GALESBURG, ILLINOIS  
EDWARDSVILLE, ILLINOIS  
EL PASO, ILLINOIS  
FRANKFORT, MISSOURI  
GALESBURG, ILLINOIS  
GALVA, ILLINOIS  
GEORGETOWN, ILLINOIS  
GLEN CARBON, ILLINOIS  
GLENWOOD, IOWA  
GRETNA, NEBRASKA  
GRIDLEY, ILLINOIS  
GRANITE CITY, ILLINOIS  
HUDSON, ILLINOIS  
INDIANOLA, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
KAPPA, ILLINOIS  
KNOXVILLE, ILLINOIS  
LA FAYETTE, ILLINOIS  
LASALLE, ILLINOIS  
LEXINGTON, ILLINOIS  
LOUISVILLE, NEBRASKA  
MADISON, ILLINOIS  
MARQUETTE, ILLINOIS  
MARSEILLES, ILLINOIS  
MEADOWS, ILLINOIS  
MINEOLA, IOWA  
MONTEZUMA, IOWA  
MONTICELLO, ILLINOIS  
MORTON, ILLINOIS  
MOUND CITY, ILLINOIS  
MOUNDS, ILLINOIS  
NATIONAL CITY, ILLINOIS  
NEW LONDON, MISSOURI  
NEW SHARON, IOWA  
NORMAL, ILLINOIS  
OAKLAND, KANSAS  
ONEIDA, ILLINOIS



## Resume of Service, Exclusive of Interurban, in Various Cities— Continued

OSKALOOSA, IOWA  
OTTAWA, ILLINOIS  
PAPILLION, NEBRASKA  
PERRY, MISSOURI  
PLATTSMOUTH, NEBRASKA  
PERU, ILLINOIS  
PRAIRIE CITY, ILLINOIS  
RALSTON, NEBRASKA  
RIDGE FARM, ILLINOIS.  
SIDELL, ILLINOIS  
ST. AUGUSTINE, ILLINOIS  
SILVER CITY, IOWA  
SPRINGFIELD, NEBRASKA

TREMONT, ILLINOIS  
TOPEKA, KANSAS  
ULAH, ILLINOIS  
URBANA, ILLINOIS  
VALLEY JUNCTION, IOWA  
VENICE, ILLINOIS  
VERMILION GROVE, ILLINOIS  
VICTORIA, ILLINOIS  
WATAGA, ILLINOIS  
WOOD RIVER, ILLINOIS  
WESTVILLE, ILLINOIS  
WORDEN, ILLINOIS

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### To the SHAREHOLDERS

#### OF THE ILLINOIS TRACTION COMPANY

The Board of Directors submit herewith the Sixteenth Annual Report of your Company, together with Balance Sheet, Statement of Receipts and Expenditures, and other statistics, for the year ending December 31, 1919.

Total gross earnings are \$17,756,583.99, which is an increase over 1918 of \$2,495,580.94 or 16.35 per cent. Each department contributed toward this increase as follows: Interurban Lines, \$1,190,444.11; City Lines, \$646,092.34; Electric, \$846,003.33; Heat, \$74,751.81; Water, \$179.42.

Gross earnings from Gas decreased \$207,156.38 and from Miscellaneous sources, \$54,733.69.

In 1918 the revenue received for residuals from gas plant operation, such as coke, tar, ammonia, etc., was taken into account as earnings. In 1919 such revenue, which amounted to \$234,614.53, was handled as a credit to operating expenses, in accordance with the classification of accounts prescribed by the Illinois Public Utilities Commission. Therefore gross earnings from Gas were decreased to this extent.

In the Operating Expenses, the outstanding increases are, \$973,016.08 in wages, \$412,314.22 in cost of materials and supplies, and \$292,576.07 in cost of coal and purchased power.

The amount available for dividends on the preferred stock of the controlled companies and the Illinois Traction Company is \$1,335,393.81. This compares with \$464,962.75 in 1918, or an increase of \$870,431.06.

Notwithstanding adverse conditions, the physical property of the Company was maintained, as heretofore, at a high standard. There was expended for maintenance and written off for depreciation \$3,166,832.64, which is approximately 18 per cent of the gross receipts.

A large majority of the problems arising during the year were due to the adjustment period following the war. The Company,

in common with other public utilities of the country, has been confronted with a continuance of regulated earnings and unregulated expenses. Competition for labor of all grades continued unabated in the Company's territory, and this situation compelled the management to meet the general average wages in order to keep the operating organization intact. Also, as is common knowledge, prices for materials did not recede and in the case of most of the essential items entering into the operation there was a marked increase in the cost. The economies brought about in the operating expense of the power plants and gas plants were substantial in amount and of material benefit to the net earnings.

Increased street railway fares were secured as follows, the preceding fare being five cents in each case:

Peoria Railway Company, 6c, effective June 7th.

Quincy Railway Company, 7c cash with four tickets for twenty-five cents, effective July 1st.

Urbana & Champaign Railway, Gas & Electric Co., 7c cash with four tickets for twenty-five cents, effective August 1st.

Bloomington & Normal Railway & Light Co., 7c cash with four tickets for twenty-five cents, effective August 1st.

Topeka Railway Company, 6c, effective July 1st.

The Traffic Department of the Interurban Lines was entirely re-organized the first of the year and its headquarters moved from Springfield to Peoria.

On June 1st an express service was inaugurated on the Interurban Lines and the revenue from this source will offset the loss sustained when the American Railway Express Company withdrew its service.

In the following list is given the more important improvements:

At Bloomington, a 2000 K. W. turbine was purchased and all preliminary work completed for its installation.

At Cairo, a 2000 K. W. turbine was purchased and installed.

At Decatur, a 2500 K. W. frequency changer was purchased and arrangements completed for its installation, to be used in connection with the new transmission line being constructed from Riverton to Decatur. A new modern car barn, paint shop and repair shop was constructed.

At Galesburg, a new water gas set was purchased but not completely installed at the end of the year.

At Jacksonville, a 1000 K. W. turbine was purchased but not completely installed at the end of the year.

At Granite City, a new substation of 2000 K. V. A. capacity was near completion in this year, made necessary by the increasing industrial power load in this district.

At Champaign, a new water gas set was purchased and the installation nearly completed.

The necessary material was purchased for the construction of a thoroughly modern steel tower transmission line from the River-ton power house to Decatur, thirty-three miles, on the interurban right of way. This line will be in operation early in the coming year.

An entire new complement of light weight cars, equipped with modern safety devices and designed for one-man operation, was put into service at Quincy. Their operation in the last two months of the year indicated that the saving in labor, in power consumption and in track maintenance, together with more frequent service, will bring a substantial benefit to the net earnings.

Also, eight new cars of this same type were put into service at Decatur, and six new cars were added at Wichita.

Grateful acknowledgement is herein made to the officers and employes for their co-operation and loyalty.

W. B. McKINLEY,  
President.

H. E. CHUBBUCK,  
Vice President Executive.

# STATEMENT OF PROPERTIES

CONTROLLED BY

## ILLINOIS TRACTION COMPANY

### RECEIPTS AND EXPENDITURES

FOR THE YEAR ENDING DECEMBER 31, 1919

#### EARNINGS:

Interurban Lines .....	\$5,930,523.40
City Lines .....	3,997,348.55
Gas .....	1,074,947.37
Electric .....	5,733,746.40
Heat .....	487,531.07
Water .....	15,815.48
Miscellaneous .....	516,671.72
Total Gross Earnings .....	\$17,756,583.99
Total Operating Expenses including Taxes .....	12,544,180.99
Net from Operation .....	5,212,403.00
Interest on Bonds, Etc. ....	3,134,254.59
	\$2,078,148.41
Less: Depreciation for 1919 .....	627,729.36
	\$1,450,419.05
Less: Bond Discount for 1919 .....	115,025.24
Surplus, 1919 .....	\$1,335,393.81

### ASSETS AND LIABILITIES

AS AT DECEMBER 31, 1919

#### ASSETS

Stock of Subsidiary Companies .....	\$22,400,562.98
Advances made to Subsidiary Companies .....	2,774,641.42
Accounts and Notes Receivable .....	111,956.98
Stores on hand .....	212,234.52
Discount on Bonds .....	111,097.05
Cash .....	164,408.21

#### LIABILITIES

Capital Stock, Common .....	\$12,331,000.00
Capital Stock, Preferred .....	7,289,500.00
Illinois Traction Co., Debenture Gold Bonds .....	2,000,000.00
Illinois Traction Co., 5% Debentures .....	1,000,000.00
Illinois Traction Co., Series "C" Debentures .....	1,500,000.00
Illinois Traction Co., Series "D" Debentures .....	62,000.00
Accounts and Notes Payable .....	451,052.07
Accrued Interest on Bonds .....	63,274.94
Surplus to Jan. 1, 1919 .....	\$1,060,346.26
Miscellaneous Deductions .....	74,245.92
	\$986,100.34
Surplus for year 1919 .....	\$1,335,393.81
	\$2,321,494.15
Less: Dividend on Preferred Stock Subsidiary Co's. ....	806,050.00
	\$1,515,444.15
Less: Dividend on Preferred Stock .....	437,370.00
	\$1,078,074.15
	\$25,774,901.16
	\$25,774,901.16

Certified Correct:

B. E. BRAMBLE,  
General Auditor.

TO THE PRESIDENT AND SHAREHOLDERS OF  
THE ILLINOIS TRACTION COMPANY,

Gentlemen:—

We hereby certify that the attached Statements in our opinion exhibit correctly the financial position of your Company as at 31st December, 1919, as shown by the books of account.

The securities covering the investments of the Company have been verified by personal inspection or Trustees' certificates. The cash and bank balances have been verified. The value of Stores and Supplies have been substantiated by signed inventories. The disbursements during the year have been verified by satisfactory vouchers.

MONTREAL, CANADA  
March 20th, 1920.

P. S. ROSS & SONS,  
Chartered Accountants.



# COMPARATIVE STATEMENT OF SUBSIDIARY COMPANIES OF ILLINOIS TRACTION COMPANY SHOWING

RECEIPTS AND EXPENDITURES FOR YEARS 1911 TO 1919

EARNINGS:	1912	1913	1914	1915	1916	1917	1918	1919
Interurban Lines.....	\$3,395,634.18	\$3,604,265.34	\$3,626,635.54	\$3,559,028.03	\$3,993,836.09	\$4,609,895.59	\$4,740,079.29	\$5,930,523.40
City Lines.....	2,950,562.57	3,072,235.58	3,021,850.55	2,871,035.35	3,110,811.18	3,198,056.49	3,351,256.21	3,997,348.55
Gas.....	783,679.51	816,911.67	877,982.40	905,702.79	923,642.11	1,035,169.29	1,282,103.75	1,074,947.37
Electric.....	2,218,419.13	2,636,713.78	3,002,378.13	3,325,410.62	3,689,851.58	4,295,501.31	4,887,743.07	5,733,746.40
Heat.....	240,507.15	274,672.16	314,640.22	317,579.84	341,379.58	383,092.02	412,779.26	487,531.07
Water.....	12,030.68	13,528.77	14,385.69	14,215.86	14,476.25	15,151.55	15,636.06	15,815.48
Miscellaneous.....	109,644.03	102,760.96	254,972.73	195,022.21	492,450.38	504,004.10	571,403.41	516,671.72
Total Gross Earnings.....	9,710,477.25	10,521,098.26	11,112,854.26	11,187,994.70	12,566,447.17	14,040,870.35	15,261,003.05	17,756,583.99
Operating Expenses and Taxes.....	5,775,043.13	6,198,872.65	6,587,462.64	6,657,569.14	7,489,797.34	9,149,176.26	10,966,998.20	12,544,180.99
Net from Operating.....	3,935,434.12	4,322,225.61	4,525,391.62	4,530,425.56	5,076,649.83	4,891,694.09	4,294,004.85	5,212,403.00
Interest on Bonds, etc.....	2,672,402.51	2,883,239.52	3,290,786.59	3,268,607.01	3,603,417.34	3,719,541.32	3,880,261.04	3,949,304.59
Available for Depr. Div., etc.....	1,263,031.61	1,438,986.09	1,234,605.03	1,261,818.55	1,473,232.49	1,172,152.77	413,743.81	1,272,098.41

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# ILLINOIS TRACTION COMPANY

Seventeenth Annual Report of the Directors  
to the Shareholders

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1920



# ILLINOIS TRACTION COMPANY

Seventeenth Annual Report of the Directors  
to the Shareholders

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MAY 9 1921



January first, nineteen hundred twenty-one

# Table of Contents

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	PAGE
OFFICERS OF THE ILLINOIS TRACTION COMPANY.....	3-4
STATEMENT OF PROPERTIES.....	5
RESUME OF SERVICE.....	6
REPORT OF THE DIRECTORS.....	7-9
Statement, Receipts and Expenditures, Assets and Liabilities.....	10
Comparative Statement of Receipts and Expenditures.....	11

388  
I 663  
Vol. 17

# Officers of Illinois Traction Company

## 1920

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### Directors

HON. WM. B. MCKINLEY.....	President
GEO. M. MATTIS .....	Vice-President and Treasurer
T. B. MACAULAY.....	Secretary
S. H. EWING.....	Director
J. R. DOUGALL.....	Director
ABNER KINGMAN.....	Director
EDWARD WOODMAN.....	Director

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### Officers

President.....	HON. WM. B. MCKINLEY, Champaign, Ill.
Vice-President Executive and General Manager....	H. E. CHUBBUCK, Peoria, Ill.
Vice-President and Treasurer.....	GEO. M. MATTIS, Champaign, Ill.
Assistant Treasurer.....	GEO. R. MCCOMB, Champaign, Ill.
Assistant General Manager—Interurban Lines..	C. F. HANDSHY, Springfield, Ill.
Assistant General Manager—Kansas Properties...	A. M. PATTEN, Topeka, Kan.
Assistant to Vice-President Executive.....	E. W. FOWLER, Peoria, Ill.
Secretary.....	T. B. MACAULAY, Montreal, Canada

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Comptroller.....	JNO. M. C. HORN, Champaign, Ill.
General Auditor.....	B. E. BRAMBLE, Champaign, Ill.
General Solicitor.....	HENRY I. GREEN, Urbana-Champaign, Ill.
General Attorney.....	GEO. W. BURTON, Peoria, Ill.
Attorney.....	JAMES A. KNOWLTON, Peoria, Ill.
Chief Surgeon.....	H. M. BASCOM, M. D., Peoria, Ill.
Supervisor of Capital Expenditures.....	T. A. SMITH, Champaign, Ill.
Supervisor of Operating Expenditures.....	W. J. ACHELPOHL, Peoria, Ill.
Chief Operating Engineer.....	E. S. HIGHT, Peoria, Ill.
Rate Engineer.....	F. A. WARFIELD, Peoria, Ill.
Gas Engineer.....	R. B. RICHARDSON, Peoria, Ill.
Purchasing Agent.....	H. J. VANCE, Peoria, Ill.
Publicity Manager.....	E. E. SOULES, Peoria, Ill.
Claims Attorney.....	GEO. R. WHITMORE, Peoria, Ill.
Engineer Motive Power and Equipment.....	J. M. BOSENBURY, Peoria, Ill.
Chartered Accountants and Supervising Auditors,	
	P. S. ROSS & SONS, Montreal, Canada

## General Superintendents City Properties

D. W. SNYDER, JR.....	Bloomington, Illinois
E. A. ROEHRY.....	Cairo, Illinois
F. W. BEDARD.....	Champaign, Illinois
C. A. Cline.....	Clinton, Illinois
J. E. JOHNSON.....	Danville, Illinois
M. L. HARRY.....	Decatur, Illinois
R. F. CARLEY.....	Galesburg, Illinois
E. O. BROWN.....	Galva, Illinois
E. H. GRAY.....	Jacksonville, Illinois
L. W. HESS.....	LaSalle, Peru and Ottawa, Illinois
R. F. PALMBLADE.....	Peoria, Illinois
W. A. MARTIN.....	Quincy, Illinois
J. A. GLOVER.....	Urbana, Illinois
M. G. LINN.....	Des Moines, Iowa
J. H. PORTER.....	Oskaloosa, Iowa
J. W. WAGGENER.....	Atchison, Kansas
A. H. PURDY.....	Topeka, Kansas
E. H. ROWELL.....	Topeka, Kansas
H. W. PATTEN.....	Wichita, Kansas
H. S. KILBY.....	Jefferson City, Missouri
E. D. BELL.....	St. Louis, Missouri
W. C. EDMISTON.....	Ralston, Nebraska

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## Interurban Railway Department

Traffic Manager.....	W. H. WYLIE, Peoria, Illinois
Assistant Traffic Manager.....	E. E. KESTER, Peoria, Illinois
General Superintendent.....	L. B. MARTIN, Springfield, Illinois
Superintendent Transportation.....	A. S. BERGSCHNEIDER, Springfield, Illinois
Engineer Maintenance of Way.....	J. I. CATHERMAN, Springfield, Illinois
Signal Engineer.....	J. G. M. LEISENRING, Springfield, Illinois
Superintendent Sleeping and Parlor Cars.....	J. B. HUGHEY, Springfield, Illinois
Industrial Agent.....	W. H. EVANS, Lincoln, Illinois
Freight Claim Agent.....	J. B. HARDAWAY, Springfield, Illinois
General Superintendent, C., O. & P. Ry. Co.....	F. E. FISHER, Joliet, Illinois



# Principal Component Properties

## Illinois Traction System

---

ATCHISON RAILWAY, LIGHT & POWER COMPANY  
BLOOMINGTON & NORMAL RAILWAY & LIGHT COMPANY  
BLOOMINGTON, DECATUR & CHAMPAIGN RAILROAD  
CAIRO CITY GAS COMPANY  
CAIRO ELECTRIC & TRACTION COMPANY  
CAIRO & ST. LOUIS RAILWAY COMPANY  
CAIRO RAILWAY & LIGHT COMPANY  
CENTRAL LIGHTING COMPANY  
CHICAGO, OTTAWA & PEORIA RAILWAY COMPANY  
CITIZENS LIGHTING COMPANY—LA SALLE-PERU  
CITIZENS PURE ICE COMPANY—JACKSONVILLE  
CLINTON GAS & ELECTRIC COMPANY  
COLFAX ELECTRIC LIGHT COMPANY  
CONSUMERS WATER & LIGHT COMPANY OF MARSEILLES  
DANVILLE, CHAMPAIGN & DECATUR RAILWAY & LIGHT COMPANY  
DANVILLE & EASTERN ILLINOIS RAILWAY COMPANY  
DANVILLE & NORTHERN RAILROAD COMPANY  
DANVILLE & SOUTHEASTERN RAILWAY COMPANY  
DANVILLE STREET RAILWAY & LIGHT COMPANY  
DANVILLE, URBANA & CHAMPAIGN RAILWAY COMPANY  
DECATUR RAILWAY & LIGHT COMPANY  
DES MOINES & CENTRAL IOWA ELECTRIC COMPANY  
DES MOINES ELECTRIC COMPANY  
GALESBURG ARTIFICIAL ICE COMPANY  
GALESBURG RAILWAY, LIGHTING & POWER COMPANY  
GALVA ELECTRIC LIGHT COMPANY  
ILLINOIS CENTRAL TRACTION COMPANY  
JACKSONVILLE RAILWAY & LIGHT COMPANY  
JEFFERSON CITY BRIDGE & TRANSIT COMPANY  
JEFFERSON CITY LIGHT, HEAT & POWER COMPANY  
MADISON COUNTY LIGHT & POWER COMPANY  
MILLS COUNTY POWER COMPANY  
MONTEZUMA ELECTRIC LIGHT, POWER & HEATING COMPANY  
MONTICELLO ELECTRIC LIGHT COMPANY  
MOUND CITY LIGHT & WATER COMPANY  
NEW VALLEY JUNCTION WATER & LIGHT COMPANY  
NORTH MISSOURI LIGHT & POWER COMPANY  
NORTHERN ILLINOIS LIGHT & TRACTION COMPANY  
OMAHA & LINCOLN RAILWAY & LIGHT COMPANY  
OSKALOOSA & BUXTON ELECTRIC RAILWAY COMPANY  
OSKALOOSA LIGHT & FUEL COMPANY  
OSKALOOSA TRACTION & LIGHT COMPANY  
PEOPLES TRACTION COMPANY  
PEORIA RAILWAY COMPANY  
QUINCY RAILWAY COMPANY  
ST. LOUIS ELECTRIC BRIDGE COMPANY  
ST. LOUIS ELECTRIC TERMINAL RAILWAY COMPANY  
ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD  
TOPEKA EDISON COMPANY  
TOPEKA RAILWAY COMPANY  
TOPEKA RAILWAY & LIGHT COMPANY  
URBANA & CHAMPAIGN RAILWAY, GAS & ELECTRIC COMPANY  
URBANA LIGHT, HEAT & POWER COMPANY  
WESTERN RAILWAYS & LIGHT COMPANY  
WICHITA RAILROAD & LIGHT COMPANY

# Resume of Service, Exclusive of Interurban, in Various Cities

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## STREET RAILWAY

ATCHISON, KANSAS  
BLOOMINGTON, ILLINOIS  
CAIRO, ILLINOIS  
CHAMPAIGN, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
EAST PEORIA, ILLINOIS  
GALESBURG, ILLINOIS  
GRANITE CITY, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
LASALLE, ILLINOIS  
MADISON, ILLINOIS  
NORMAL, ILLINOIS  
OTTAWA, ILLINOIS  
OSKALOOSA, IOWA  
PEORIA, ILLINOIS  
PERU, ILLINOIS  
QUINCY, ILLINOIS  
ST. LOUIS, MISSOURI  
TOPEKA, KANSAS  
URBANA, ILLINOIS  
VENICE, ILLINOIS  
WICHITA, KANSAS

## GAS

ATCHISON, KANSAS  
CAIRO, ILLINOIS  
CARLINVILLE, ILLINOIS  
CHAMPAIGN, ILLINOIS  
CLINTON, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
GALESBURG, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
LASALLE, ILLINOIS  
OSKALOOSA, IOWA  
PERU, ILLINOIS  
URBANA, ILLINOIS

## HEATING

BLOOMINGTON, ILLINOIS  
CHAMPAIGN, ILLINOIS  
CLINTON, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
GALESBURG, ILLINOIS  
OSKALOOSA, IOWA  
TOPEKA, KANSAS  
URBANA, ILLINOIS

## WATER

MARSEILLES, ILLINOIS  
MOUND CITY, ILLINOIS

## ICE

GALESBURG, ILLINOIS  
JACKSONVILLE, ILLINOIS

## ELECTRIC LIGHTING & POWER

ABINGDON, ILLINOIS  
ALTONA, ILLINOIS  
ATCHISON, KANSAS  
BISHOP HILL, ILLINOIS  
BLOOMINGTON, ILLINOIS  
BROOKLYN, ILLINOIS  
CAIRO, ILLINOIS  
CAMBRIDGE, ILLINOIS  
CARLINVILLE, ILLINOIS  
CEDAR CREEK, NEBRASKA  
CENTER, MISSOURI  
CHAMPAIGN, ILLINOIS  
CHENOA, ILLINOIS  
CHRISMAN, ILLINOIS  
CLINTON, ILLINOIS  
COLFAX, IOWA  
DANVILLE, ILLINOIS  
DAWSON, ILLINOIS  
DECATUR, ILLINOIS  
DES MOINES, IOWA  
EAST ALTON, ILLINOIS  
EAST GALESBURG, ILLINOIS  
EDWARDSVILLE, ILLINOIS  
EL PASO, ILLINOIS  
FRANKFORT, MISSOURI  
GALESBURG, ILLINOIS  
GALVA, ILLINOIS  
GEORGETOWN, ILLINOIS  
GLEN CARBON, ILLINOIS  
GLENWOOD, IOWA  
GRETNA, NEBRASKA  
GRIDLEY, ILLINOIS  
GRANITE CITY, ILLINOIS  
HUDSON, ILLINOIS  
INDIANOLA, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
KAPPA, ILLINOIS  
KNOXVILLE, ILLINOIS  
LA FAYETTE, ILLINOIS  
LASALLE, ILLINOIS  
LEXINGTON, ILLINOIS  
LOUISVILLE, NEBRASKA  
MADISON, ILLINOIS  
MARQUETTE, ILLINOIS  
MARSEILLES, ILLINOIS  
MEADOWS, ILLINOIS  
MINEOLA, IOWA  
MONTEZUMA, IOWA  
MONTICELLO, ILLINOIS  
MORTON, ILLINOIS  
MOUND CITY, ILLINOIS  
MOUNDS, ILLINOIS  
NATIONAL CITY, ILLINOIS  
NEW LONDON, MISSOURI  
NEW SHARON, IOWA  
NORMAL, ILLINOIS  
OAKLAND, KANSAS  
ONEIDA, ILLINOIS

Resume of Service, Exclusive of Interurban, in Various Cities—  
Continued

OSKALOOSA, IOWA	TREMONT, ILLINOIS
OTTAWA, ILLINOIS	TOPEKA, KANSAS
PAPILLION, NEBRASKA	ULAH, ILLINOIS
PERRY, MISSOURI	URBANA, ILLINOIS
PLATTSMOUTH, NEBRASKA	VALLEY JUNCTION, IOWA
PERU, ILLINOIS	VENICE, ILLINOIS
PRAIRIE CITY, ILLINOIS	VERMILION GROVE, ILLINOIS
RALSTON, NEBRASKA	VICTORIA, ILLINOIS
RIDGE FARM, ILLINOIS	WATAGA, ILLINOIS
SIDELL, ILLINOIS	WOOD RIVER, ILLINOIS
ST. AUGUSTINE, ILLINOIS	WESTVILLE, ILLINOIS
SILVER CITY, IOWA	WORDEN, ILLINOIS
SPRINGFIELD, NEBRASKA	

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TO THE SHAREHOLDERS  
OF THE ILLINOIS TRACTION COMPANY

The Board of Directors submit herewith the Seventeenth Annual Report of your Company, together with Balance Sheet, Statement of Receipts and Expenditures, and other statistics, for the year ending December 31, 1920.

Total gross earnings are \$21,350,830.86 which is an increase over 1919 of \$3,594,246.87 or 20.24 per cent. Each department contributed toward this increase as follows: Interurban Lines, \$1,245,137.31; City Lines, \$676,600.34; Gas, \$173,718.25; Electric, \$1,243,465.56; Heat, \$41,543.44; Water, \$2,041.72; Miscellaneous, \$211,740.25.

In the operating expenses the outstanding increases are \$892,500.79 in wages, \$722,107.16 in the cost of steam coal, \$273,592.12 in taxes, and \$207,294.16 in purchased power.

The charge for depreciation is \$1,001,338.91, an increase of \$373,609.55 over last year, leaving \$1,475,199.31 available for dividends on the preferred stocks of the controlled companies and the Illinois Traction Company, as compared with \$1,335,393.81 in 1919.

The amount expended for maintenance and written off for depreciation is \$3,761,349.95, or 17.62 per cent. of the gross receipts, which is evidence of the fact that the physical property of the Company was well maintained.

The prices of basic commodities entering into the cost of living, reached the highest point in June and then began a gradual continued recession. However, this decline in living expenses had no noticeable effect upon wages or the adjustment of other operating expenditures by the end of the year.

At the beginning of the year there was no indication that the cost of the main items of the operating expenses was going to decrease within the succeeding months to a point which would bring



any appreciable benefit to the net earnings. Accordingly the management began an energetic campaign to secure substantial increases in rates and this undertaking was assiduously followed throughout the year.

It was necessary first to fully acquaint the public with the critical operating and financial problems confronting the companies and with the need for an adjustment of rates to permit the utilities to continue to function properly. Then, following the filing of applications with the State Public Utilities Commission of each state, frequent appearances were required by the Company's attorneys, engineers and accountants. Some of the rate increases were not authorized to become effective until January 1, 1921, but including these, higher electric rates were allowed the Atchison Railway, Light & Power Company, Bloomington & Normal Railway & Light Company, Cairo Electric & Traction Company, Clinton Gas & Electric Company, Danville Street Railway & Light Company, Decatur Railway & Light Company, Des Moines Electric Company, Galesburg Railway, Lighting & Power Company, Jacksonville Railway & Light Company, Jefferson City Light, Heat & Power Company, Madison County Light & Power Company, Mound City Light & Water Company, North Missouri Light & Power Company, Northern Illinois Light & Traction Company, Topeka Edison Company, Urbana & Champaign Railway, Gas & Electric Company, and Urbana Light, Heat & Power Company.

Higher gas rates were allowed the Atchison Railway, Light & Power Company, Cairo City Gas Company, Clinton Gas & Electric Company, Danville Street Railway & Light Company, Decatur Railway & Light Company, Galesburg Railway, Lighting & Power Company, Jacksonville Railway & Light Company, Jefferson City Light, Heat & Power Company, Madison County Light & Power Company, Oskaloosa Light & Fuel Company, and Urbana & Champaign Railway, Gas & Electric Company.

Higher steam heat rates were allowed at Decatur and Topeka.

Higher street railway fares were allowed at Atchison, Bloomington, Cairo, Danville, Decatur, Galesburg, Jacksonville, Peoria, Topeka and Wichita.

Freight rates on the Interurban Lines were increased, effective August 26th, 40 per cent. on interstate traffic and 35 per cent. on state traffic.

The more important improvements were as follows:

At Decatur, completed the installation of a 2500 KVA frequency changer. Also, completed the steel tower transmission line from the Riverton Power House to Decatur, 33 miles.

The capacity of the water gas plant was increased approximately 40 per cent. by the addition of a larger generator.

At Bloomington, completed the installation of a 2500 KVA turbine with condenser and cooling pond.

At Cairo, installed superheaters on all the boilers; also, installed a water treating system in the boiler plant.

At Champaign, completed the installation of a new water gas set, and the gas house was entirely rebuilt and made fire proof.

At Jacksonville, completed the installation of a 1250 KVA turbine and cooling pond. Stokers and superheaters were installed on the boilers.

The capacity of the water gas plant was increased 20 per cent. by the installation of a motor driven blower.

At Galva, a 300 H.P. boiler was installed and the boiler plant building enlarged.

At Atchison, three 300 H.P. boilers were installed. The boiler room building was completely rebuilt and a new stack erected.

At Topeka, two 400 H.P. boilers were installed.

At Des Moines, the 10,000 KW turbine installation was about half completed. Four 500 H.P. boilers with stokers and superheaters were installed. A steel tower transmission line was constructed, as an extension to the existing line, fifteen miles from Prairie City to connect with the present line to Knoxville.

At Galesburg, completed the installation of a new water gas set in a new fire proof building.

At Jefferson City, the capacity of the water gas plant was increased 20 per cent. by the addition of a motor driven blower.

At Danville, a motor driven blower was added at the gas plant.

At La Salle, a booster was installed on the gas distributing system.

Twenty new light weight cars, designed for one-man operation, were placed in service at Galesburg. Six of these cars were added at Decatur, six at Champaign and eight at Topeka.

The 1920 census, conducted by the United States Government, shows that the cities served directly by the utilities of the Company have a population of 1,750,000 which is an increase of 250,000 over the 1910 census, or approximately 17 per cent.

W. B. McKINLEY,  
President.

H. E. CHUBBUCK,  
Vice President Executive.

## EXHIBIT "A"

## STATEMENT OF PROPERTIES

CONTROLLED BY

## ILLINOIS TRACTION COMPANY

## RECEIPTS AND EXPENDITURES

FOR THE YEAR ENDING DECEMBER 31ST, 1920

## EARNINGS:

Interurban Lines.....	\$7,175,660.71
City Lines.....	4,673,948.89
Gas.....	1,248,665.62
Electric.....	6,977,211.96
Heat.....	529,074.51
Water.....	17,857.20
Miscellaneous.....	728,411.97
Total Gross Earnings.....	\$21,350,830.86
Total Operating Expenses including Taxes.....	15,496,601.94
Net from Operation.....	5,854,228.92
Interest on Bonds, etc.....	3,270,582.24
	\$2,583,646.68
Less: Depreciation for 1920.....	1,001,338.91
	\$1,582,307.77
Less: Bond Discount for 1920.....	107,108.46
Surplus, 1920.....	\$1,475,199.31

## ASSETS AND LIABILITIES

AS AT DECEMBER 31ST, 1920

## ASSETS:

Stock of Subsidiary Companies.....	\$22,391,025.28
Advances made to Subsidiary Companies.....	3,717,487.42
Accounts and Notes Receivable.....	279,743.21
Stores on Hand.....	277,832.74
Discount on Bonds.....	105,579.40
Cash.....	68,872.23

## LIABILITIES:

Capital Stock—Common.....	\$12,331,000.00
Capital Stock—Preferred.....	7,289,500.00
Illinois Traction Co.—Debenture Gold Bonds.....	2,000,000.00
Illinois Traction Co.—5% Debentures.....	1,000,000.00
Illinois Traction Co.—Series 'C' Debentures.....	1,500,000.00
Illinois Traction Co.—Series 'D' Debentures.....	62,000.00
Accounts and Notes Payable.....	1,349,307.78
Accrued Interest on Bonds.....	63,274.94
Surplus to Jan. 1, 1920.....	\$1,078,074.15
Miscellaneous Deductions.....	33,100.90
	\$1,044,973.25
Surplus for year 1920.....	\$1,475,199.31
	\$2,520,172.56
Less: Dividend on Preferred Stocks Subsidiary Co's.....	837,345.00
	\$1,682,827.56
Less: Dividend on Preferred Stock.....	437,370.00
	1,245,457.56
	\$26,840,540.28
	\$26,840,540.28

Certified Correct:

B. E. BRAMBLE,  
General Auditor.

THE PRESIDENT AND SHAREHOLDERS  
OF THE ILLINOIS TRACTION COMPANY,  
Champaign, Illinois.

Gentlemen:—

We hereby certify that the foregoing statement in our opinion, exhibits correctly the financial position of your Company as at December 31st, 1920, as shown by the books of account.

The securities covering the investments of the Company have been verified by personal inspection or Trustees' certificates. The Cash and Bank balances have been verified. The value of Stores and Supplies have been substantiated by signed Inventories. The disbursements during the year have been verified by satisfactory vouchers.

MONTREAL, CANADA,  
March 19th, 1921.

P. S. ROSS & SONS,  
Chartered Accountants.





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# ILLINOIS TRACTION COMPANY

Eighteenth Annual Report of the Directors  
to the Shareholders

1921





# ILLINOIS TRACTION COMPANY

Eighteenth Annual Report of the Directors  
to the Shareholders

January first, nineteen hundred twenty-two

# Table of Contents

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	PAGE
OFFICERS OF THE ILLINOIS TRACTION COMPANY . . . . .	3-4
STATEMENT OF PROPERTIES . . . . .	5
RESUME OF SERVICE . . . . .	6
REPORT OF THE DIRECTORS . . . . .	7-8
Statement, Receipts and Expenditures, Assets and Liabilities . . . . .	9-10
Comparative Statement of Receipts and Expenditures . . . . .	11
Comparative Statement, Earnings and Expenses, 1904 to 1921 . . . . .	12
CHART SHOWING COMPARATIVE GROSS EARNINGS, BY DEPARTMENTS, 1916-1921 . . . . .	13
PHOTOGRAPHS . . . . .	14-22

# Officers of Illinois Traction Company

## 1921

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### Directors

HON. WM. B. MCKINLEY.....	President
GEO. M. MATTIS .....	Vice-President and Treasurer
T. B. MACAULAY.....	Secretary
S. H. EWING .....	Director
J. R. DOUGALL.....	Director
ABNER KINGMAN.....	Director
EDWARD WOODMAN.....	Director

---

### Officers

President.....	HON. WM. B. MCKINLEY, Champaign, Ill.
Vice-President Executive.....	H. E. CHUBBUCK, Peoria, Ill.
Vice-President and Treasurer.....	GEO. M. MATTIS, Champaign, Ill.
Assistant Treasurer.....	GEO. R. MCCOMB, Champaign, Ill.
General Manager—Interurban Lines.....	C. F. HANDSHY, Springfield, Ill.
General Manager—Kansas Properties.....	A. M. PATTEN, Topeka, Kan.
Assistant to Vice-President Executive.....	E. W. FOWLER, Peoria, Ill.
Secretary.....	T. B. MACAULAY, Montreal, Canada
Assistant Secretary.....	E. A. MACNUTT, Montreal, Canada

---

Comptroller.....	JNO. M. C. HORN, Champaign, Ill.
General Auditor.....	B. E. BRAMBLE, Champaign, Ill.
General Solicitor.....	HENRY I. GREEN, Urbana-Champaign, Ill.
General Attorney.....	GEO. W. BURTON, Peoria, Ill.
Attorney.....	JAMES A. KNOWLTON, Peoria, Ill.
Chief Surgeon.....	H. M. BASCOM, M. D., Peoria, Ill.
Supervisor of Capital Expenditures.....	T. A. SMITH, Champaign, Ill.
Supervisor of Operating Expenditures.....	W. J. ACHELPOHL, Peoria, Ill.
Chief Engineer.....	E. S. HIGHT, Peoria, Ill.
Rate Engineer.....	F. A. WARFIELD, Peoria, Ill.
Gas Engineer.....	R. B. RICHARDSON, Peoria, Ill.
Purchasing Agent.....	H. J. VANCE, Peoria, Ill.
Publicity Manager.....	E. E. SOULES, Peoria, Ill.
Claims Attorney.....	GEO. R. WHITMORE, Peoria, Ill.
Engineer Motive Power and Equipment.....	J. M. BOSENBURY, Peoria, Ill.
Chartered Accountants and Supervising Auditors,	P. S. ROSS & SONS, Montreal, Canada

## In Charge of City Properties

D. W. SNYDER, JR., General Manager.....	Bloomington, Illinois
E. A. ROEHRY, General Manager.....	Cairo, Illinois
F. W. BEDARD, General Superintendent.....	Champaign, Illinois
F. W. MAGDSICK, General Superintendent.....	Clinton, Illinois
J. E. JOHNSON, General Manager.....	Danville, Illinois
M. L. HARRY, General Manager.....	Decatur, Illinois
R. F. CARLEY, General Manager.....	Galesburg, Illinois
E. O. BROWN, General Superintendent.....	Galva, Illinois
E. H. GRAY, General Manager.....	Jacksonville, Illinois
L. W. HESS, General Manager.....	LaSalle, Peru and Ottawa, Illinois
R. F. PALMBLAD, General Superintendent.....	Peoria, Illinois
W. A. MARTIN, General Superintendent.....	Quincy, Illinois
J. A. GLOVER, General Superintendent.....	Urbana, Illinois
M. G. LINN, General Manager.....	Des Moines, Iowa
J. H. PORTER, General Superintendent.....	Oskaloosa, Iowa
J. W. WAGGENER, General Superintendent.....	Atchison, Kansas
A. H. PURDY, General Superintendent.....	Topeka, Kansas
E. H. ROWELL, General Superintendent.....	Topeka, Kansas
H. W. PATTEN, General Superintendent.....	Wichita, Kansas
H. S. KILBY, General Superintendent.....	Jefferson City, Missouri
E. D. BELL, General Manager.....	St. Louis, Missouri
W. C. EDMISTON, General Superintendent.....	Ralston, Nebraska

---

## Interurban Railway Department

Traffic Manager.....	W. H. WYLIE, Peoria, Illinois
Assistant Traffic Manager.....	E. E. KESTER, Peoria, Illinois
General Superintendent.....	L. B. MARTIN, Springfield, Illinois
Superintendent Transportation.....	A. S. BERGSCHNEIDER, Springfield, Illinois
Engineer Maintenance of Way.....	J. I. CATHERMAN, Springfield, Illinois
Signal Engineer.....	J. G. M. LEISENRING, Springfield, Illinois
Superintendent Sleeping and Parlor Cars.....	J. B. HUGHEY, Springfield, Illinois
Industrial Agent.....	W. H. EVANS, Lincoln, Illinois
Freight Claim Agent.....	J. B. HARDAWAY, Springfield, Illinois
General Manager, C., O. & P. Ry. Co.....	F. E. FISHER, Joliet, Illinois



# Principal Component Properties

## Illinois Traction System

---

ATCHISON RAILWAY, LIGHT & POWER COMPANY  
BLOOMINGTON & NORMAL RAILWAY & LIGHT COMPANY  
BLOOMINGTON, DECATUR & CHAMPAIGN RAILROAD  
CAIRO CITY GAS COMPANY  
CAIRO ELECTRIC & TRACTION COMPANY  
CAIRO & ST. LOUIS RAILWAY COMPANY  
CAIRO RAILWAY & LIGHT COMPANY  
CENTRAL LIGHTING COMPANY  
CHICAGO, OTTAWA & PEORIA RAILWAY COMPANY  
CITIZENS LIGHTING COMPANY—LA SALLE-PERU  
CITIZENS PURE ICE COMPANY—JACKSONVILLE  
CLINTON GAS & ELECTRIC COMPANY  
COLFAX ELECTRIC LIGHT COMPANY  
CONSUMERS WATER & LIGHT COMPANY OF MARSEILLES  
DANVILLE, CHAMPAIGN & DECATUR RAILWAY & LIGHT COMPANY  
DANVILLE & EASTERN ILLINOIS RAILWAY COMPANY  
DANVILLE & NORTHERN RAILROAD COMPANY  
DANVILLE & SOUTHEASTERN RAILWAY COMPANY  
DANVILLE STREET RAILWAY & LIGHT COMPANY  
DANVILLE, URBANA & CHAMPAIGN RAILWAY COMPANY  
DECATUR RAILWAY & LIGHT COMPANY  
DES MOINES & CENTRAL IOWA ELECTRIC COMPANY  
DES MOINES ELECTRIC COMPANY  
GALESBURG RAILWAY, LIGHTING & POWER COMPANY  
GALVA ELECTRIC LIGHT COMPANY  
ILLINOIS CENTRAL TRACTION COMPANY  
JACKSONVILLE RAILWAY & LIGHT COMPANY  
JEFFERSON CITY BRIDGE & TRANSIT COMPANY  
JEFFERSON CITY LIGHT, HEAT & POWER COMPANY  
MADISON COUNTY LIGHT & POWER COMPANY  
MILLS COUNTY POWER COMPANY  
MONTEZUMA ELECTRIC LIGHT, POWER & HEATING COMPANY  
MONTICELLO ELECTRIC LIGHT COMPANY  
MOUND CITY LIGHT & WATER COMPANY  
NEW VALLEY JUNCTION WATER & LIGHT COMPANY  
NORTH MISSOURI LIGHT & POWER COMPANY  
NORTHERN ILLINOIS LIGHT & TRACTION COMPANY  
OMAHA & LINCOLN RAILWAY & LIGHT COMPANY  
OSKALOOSA & BUXTON ELECTRIC RAILWAY COMPANY  
OSKALOOSA LIGHT & FUEL COMPANY  
OSKALOOSA TRACTION & LIGHT COMPANY  
PEOPLES TRACTION COMPANY  
PEORIA RAILWAY COMPANY  
QUINCY RAILWAY COMPANY  
ST. LOUIS ELECTRIC BRIDGE COMPANY  
ST. LOUIS ELECTRIC TERMINAL RAILWAY COMPANY  
ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD  
TOPEKA EDISON COMPANY  
TOPEKA RAILWAY COMPANY  
TOPEKA RAILWAY & LIGHT COMPANY  
URBANA & CHAMPAIGN RAILWAY, GAS & ELECTRIC COMPANY  
URBANA LIGHT, HEAT & POWER COMPANY  
WESTERN RAILWAYS & LIGHT COMPANY  
WICHITA RAILROAD & LIGHT COMPANY

# Resume of Service, Exclusive of Interurban, in Various Cities

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## STREET RAILWAY

ATCHISON, KANSAS  
BLOOMINGTON, ILLINOIS  
CAIRO, ILLINOIS  
CHAMPAIGN, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
EAST PEORIA, ILLINOIS  
GALESBURG, ILLINOIS  
GRANITE CITY, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
LASALLE, ILLINOIS  
MADISON, ILLINOIS  
NORMAL, ILLINOIS  
OTTAWA, ILLINOIS  
OSKALOOSA, IOWA  
PEORIA, ILLINOIS  
PERU, ILLINOIS  
QUINCY, ILLINOIS  
ST. LOUIS, MISSOURI  
TOPEKA, KANSAS  
URBANA, ILLINOIS  
VENICE, ILLINOIS  
WICHITA, KANSAS

## GAS

ATCHISON, KANSAS  
CAIRO, ILLINOIS  
CARLINVILLE, ILLINOIS  
CHAMPAIGN, ILLINOIS  
CLINTON, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
GALESBURG, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
LASALLE, ILLINOIS  
OSKALOOSA, IOWA  
PERU, ILLINOIS  
URBANA, ILLINOIS

## HEATING

BLOOMINGTON, ILLINOIS  
CHAMPAIGN, ILLINOIS  
CLINTON, ILLINOIS  
DANVILLE, ILLINOIS  
DECATUR, ILLINOIS  
GALESBURG, ILLINOIS  
OSKALOOSA, IOWA  
TOPEKA, KANSAS  
URBANA, ILLINOIS

## WATER

MARSEILLES, ILLINOIS  
MOUND CITY, ILLINOIS

## ICE

JACKSONVILLE, ILLINOIS

## ELECTRIC LIGHTING & POWER

ABINGEON, ILLINOIS  
ALTONA, ILLINOIS  
ATCHISON, KANSAS  
BISHOP HILL, ILLINOIS  
BLOOMINGTON, ILLINOIS  
BROOKLYN, ILLINOIS  
CAIRO, ILLINOIS  
CAMBRIDGE, ILLINOIS  
CARLINVILLE, ILLINOIS  
CEDAR CREEK, NEBRASKA  
CENTER, MISSOURI  
CHAMPAIGN, ILLINOIS  
CHENOA, ILLINOIS  
CHRISMAN, ILLINOIS  
CLINTON, ILLINOIS  
COLFAX, IOWA  
DANVILLE, ILLINOIS  
DAWSON, ILLINOIS  
DECATUR, ILLINOIS  
DES MOINES, IOWA  
EAST ALTON, ILLINOIS  
EAST GALESBURG, ILLINOIS  
EDWARDSVILLE, ILLINOIS  
EL PASO, ILLINOIS  
FRANKFORT, MISSOURI  
GALESBURG, ILLINOIS  
GALVA, ILLINOIS  
GEORGETOWN, ILLINOIS  
GLEN CARBON, ILLINOIS  
GLENWOOD, IOWA  
GRETN, NEBRASKA  
GRIDLEY, ILLINOIS  
GRANITE CITY, ILLINOIS  
HUDSON, ILLINOIS  
INDIANOLA, ILLINOIS  
JACKSONVILLE, ILLINOIS  
JEFFERSON CITY, MISSOURI  
KAPPA, ILLINOIS  
KNOXVILLE, ILLINOIS  
LA FAYETTE, ILLINOIS  
LASALLE, ILLINOIS  
LEXINGTON, ILLINOIS  
LOUISVILLE, NEBRASKA  
MADISON, ILLINOIS  
MARQUETTE, ILLINOIS  
MARSEILLES, ILLINOIS  
MEADOWS, ILLINOIS  
MINEOLA, IOWA  
MONTEZUMA, IOWA  
MONTICELLO, ILLINOIS  
MORTON, ILLINOIS  
MOUND CITY, ILLINOIS  
MOUNDS, ILLINOIS  
NATIONAL CITY, ILLINOIS  
NEW LONDON, MISSOURI  
NEW SHARON, IOWA  
NORMAL, ILLINOIS  
OAKLAND, KANSAS  
ONEIDA, ILLINOIS

## Resume of Service, Exclusive of Interurban, in Various Cities— Continued

OSKALOOSA, IOWA  
OTTAWA, ILLINOIS  
PAPILLION, NEBRASKA  
PERRY, MISSOURI  
PLATTSMOUTH, NEBRASKA  
PERU, ILLINOIS  
PRAIRIE CITY, ILLINOIS  
RALSTON, NEBRASKA  
RIDGE FARM, ILLINOIS  
SIDELL, ILLINOIS  
ST. AUGUSTINE, ILLINOIS  
SILVER CITY, IOWA  
SPRINGFIELD, NEBRASKA

TREMONT, ILLINOIS  
TOPEKA, KANSAS  
ULAH, ILLINOIS  
URBANA, ILLINOIS  
VALLEY JUNCTION, IOWA  
VENICE, ILLINOIS  
VERMILION GROVE, ILLINOIS  
VICTORIA, ILLINOIS  
WATAGA, ILLINOIS  
WOOD RIVER, ILLINOIS  
WESTVILLE, ILLINOIS  
WORDEN, ILLINOIS

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### TO THE SHAREHOLDERS OF THE ILLINOIS TRACTION COMPANY

The Board of Directors present herewith the Eighteenth Annual Report of your Company which includes Balance Sheet, Statement of Receipts and Expenditures, and other Statistics, for the year ending December 31, 1921, together with reproduction of photographs which show some of the more important power plants, gas plants and other property.

The showing for the year as a whole may be regarded as highly satisfactory, particularly as to gross and net earnings which are the highest in the Company's history.

Gross Earnings amounted to nearly \$22,500,000, an increase over 1920 of \$1,250,000, or nearly six per cent. Operating Expenses and Taxes increased four per cent and of this amount increased taxes of nearly \$300,000 are responsible for approximately one-half. Net earnings from operation are \$6,500,000, an increase of over eleven per cent.

There has been a continuance of the recession from the high prices for labor and materials which reached their apex in the middle of 1920.

Because of the stocks of material carried over from the high cost period the full benefit of declining prices is not reflected in expenditures for this purpose and on this account expenditures for materials and supplies show an increase of \$330,225.46. On the other hand wages are reduced \$233,410.48. Also, notwithstanding an increased generation of electrical energy there is a net saving in the cost of steam coal amounting to \$170,000, which is wholly due to improved efficiency practices in the generating stations. In fact the saving on coal due to efficiency was \$320,000, but there was an increase in coal consumed and an increase in the cost per ton which reduced the above saving to \$170,000.

In this connection it will be interesting to note that at all generating stations, including condensing, part condensing and non-condensing, the average of pounds of coal per kilowatt hour generated has been reduced from 5.77 in 1916 to 4.41 in 1921. Also in this period the number of kilowatt hours generated shows an increase of sixty per cent and the tons of coal consumed was increased only twenty-two per cent.

The average physical condition of the properties is excellent. There was expended for maintenance and written off for depreciation over nineteen per cent of the gross earnings, or nearly \$4,500,000.

The basic conditions upon which the Company's rates are predicated have continued without material change throughout the year so that while no substantial increases in rates have been sought, or allowed, on the other hand no decreases in rates were justified and no reductions were made.

The receipts from passenger transportation show less than in the previous year and this is true both of the Interurban Lines and the City Lines. The number of passengers carried on the Interurban Lines decreased approximately fourteen per cent and on the City Lines approximately ten per cent. However the receipts from freight traffic which has shown a substantial growth from year to year, increased approximately nine per cent and the revenue from this source now exceeds thirty-five per cent of the total train receipts.

In connection with financing major improvements the practice of selling the securities of the subsidiary companies directly to the consumers and the public was considerably enlarged upon during this year and with highly satisfactory results. Such offerings as were made of notes, bonds and stocks, were readily absorbed by the several communities and it is anticipated that those who have a financial interest in the local utility company will help bring about a closer relationship between the utility company and the community generally, and will evince more interest in public utility affairs from a new viewpoint.

Respectfully submitted,

W. B. MCKINLEY,

President.

H. E. CHUBBUCK,

Vice-President Executive.



# ILLINOIS TRACTION COMPANY

## RECEIPTS AND EXPENDITURES

YEAR ENDING DECEMBER 31ST, 1921

### GROSS EARNINGS FROM OPERATION:

Electric Light and Power.....	\$ 8,139,355.76
Interurban Lines.....	7,161,772.81
City Lines.....	4,564,507.76
Gas.....	1,555,134.50
Heat.....	498,039.12
Water.....	19,032.31
Miscellaneous.....	663,052.63

Total Earnings.....		\$22,600,894.89
---------------------	--	-----------------

### EXPENSES AND TAXES:

Operating Expenses.....	\$11,950,260.21
Maintenance.....	2,937,391.69
Taxes.....	1,200,963.57

	\$16,088,615.47
--	-----------------

Net Earnings from Operation.....	\$6,512,279.42
----------------------------------	----------------

### LESS FIXED CHARGES:

Interest Charges, Etc.....	\$ 3,386,514.92
Bond Discount Amortized.....	135,865.90

	\$3,522,380.82
--	----------------

Surplus Available for Depreciation and Dividends.....	\$2,989,898.60
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### DIVIDEND ON PREFERRED STOCKS:

Subsidiary Companies.....	\$ 880,445.00
Illinois Traction Company.....	437,370.00

	\$1,317,815.00
--	----------------

Balance.....	\$1,672,083.60
Appropriated for Depreciation.....	1,504,037.97

Balance Surplus Year 1921.....	\$ 168,045.63
--------------------------------	---------------

Surplus December 31, 1920.....	\$1,245,457.56
Less: Miscellaneous Charges.....	24,925.87

	\$1,220,531.69
--	----------------

Surplus as shown on Balance Sheet.....	\$1,388,577.32
--	----------------

Certified correct,

B. E. BRAMBLE,

General Auditor.

THE PRESIDENT AND SHAREHOLDERS

OF THE ILLINOIS TRACTION COMPANY,

Champaign, Illinois.

Gentlemen:—

We hereby certify that the foregoing statement in our opinion exhibits correctly the financial position of your Company as at December 31st, 1921, as shown by the books of account.

The securities covering the investments of the Company have been verified by personal inspection of Trustees' certificates. The Cash and Bank balances have been verified. The value of Stores and Supplies have been substantiated by signed inventories. The disbursements during the year have been verified by satisfactory vouchers.

Montreal, Canada,  
March 20th, 1922.

P. S. ROSS & SONS,  
Chartered Accountants.

# COMBINED STATEMENT OF SUBSIDIARY COMPANIES CONTROLLED BY ILLINOIS TRACTION COMPANY

## STATEMENT OF ASSETS AND LIABILITIES AS AT 31st DECEMBER, 1921

### ASSETS:

Property and Investments.....	\$105,199,875.85
Cash and Bonds in Sinking Fund.....	2,668,112.33
Bond Discount, etc.....	1,530,205.11
Accounts and Notes Receivable.....	2,110,343.10
Stores on Hand.....	1,440,413.23
Cash.....	774,762.02

\$113,723,711.64

### LIABILITIES:

Capital Stocks—Common.....	\$ 26,612,700.00
Capital Stocks—Preferred.....	15,759,000.00
Bonds.....	55,926,500.00
Notes Payable.....	1,955,500.00
Accounts Payable.....	1,484,605.50
Accrued Interest and Dividends.....	750,228.87
Accrued Taxes.....	1,097,344.99
Due to Illinois Traction Co.....	3,068,167.26
Miscellaneous Reserves and Deposits.....	325,794.27
Reserve for Depreciation:	
Balance 31st December, 1920.....	\$4,238,185.95
Appropriated for year 1921.....	1,504,037.97

\$5,742,223.92

Expended for Renewals..... 237,989.64

Balance 31st December, 1921..... \$5,504,234.28

Surplus..... 1,239,636.47

\$113,723,711.64

## ILLINOIS TRACTION COMPANY

## STATEMENT OF ASSETS AND LIABILITIES AS AT 31st DECEMBER, 1921

### ASSETS:

Stocks and Bonds of Subsidiary Companies.....	\$ 22,501,894.67
Advances made to Subsidiary Companies.....	3,068,167.26
Accounts and Notes Receivable.....	138,801.41
Stores on Hand.....	268,741.11
Discount on Bonds.....	100,061.75
Cash.....	211,445.09

\$ 26,289,111.29

### LIABILITIES:

Capital Stock—Common.....	\$ 12,331,000.00
Capital Stock—Preferred.....	7,289,500.00
Debentures.....	4,562,000.00
Accounts and Notes Payable.....	654,759.03
Accrued Interest on Bonds.....	63,274.94
Surplus Account.....	1,388,577.32

\$ 26,289,111.29



# COMPARATIVE STATEMENT OF SUBSIDIARY COMPANIES OF ILLINOIS TRACTION COMPANY SHOWING

RECEIPTS AND EXPENDITURES FOR YEARS 1914 TO 1921

## EARNINGS:

	1914	1915	1916	1917	1918	1919	1920	1921
Interurban Lines.....	\$3,626,635.54	\$3,559,028.03	\$3,993,836.09	\$4,609,895.59	\$4,740,079.29	\$5,930,523.40	\$7,175,660.71	\$7,161,772.81
City Lines.....	3,021,859.55	2,871,035.35	3,110,811.18	3,198,056.49	3,351,256.21	3,997,348.55	4,673,948.89	4,564,507.76
Gas.....	877,982.40	905,702.79	923,642.11	1,035,169.29	1,282,103.75	1,074,947.37	1,248,665.62	1,555,134.50
Electric Light and Power.....	3,002,378.13	3,325,410.62	3,689,851.58	4,295,501.31	4,887,743.07	5,733,746.40	6,977,211.96	8,139,355.76
Heat.....	314,640.22	317,579.84	341,379.58	383,092.02	412,779.26	487,531.07	529,074.51	498,039.12
Water.....	14,385.69	14,215.86	14,476.25	15,151.55	15,636.06	15,815.48	17,857.20	19,032.31
Miscellaneous.....	254,972.73	195,022.21	492,450.38	504,004.10	571,405.41	516,671.72	728,411.97	663,052.63
Total Gross Earnings.....	11,112,854.26	11,187,994.70	12,566,447.17	14,040,870.35	15,261,003.05	17,756,583.99	21,350,830.86	22,600,894.89
Operating Expenses and Taxes.....	6,587,462.64	6,657,569.14	7,489,797.34	9,149,176.26	10,966,998.20	12,544,180.99	15,496,601.94	16,088,615.47
Net from Operating.....	4,525,391.62	4,530,425.56	5,076,649.83	4,891,694.09	4,294,004.85	5,212,403.00	5,854,228.92	6,512,279.42
Interest on Bonds, etc.....	3,290,786.59	3,268,607.01	3,603,417.34	3,719,541.32	3,880,261.04	3,940,304.59	4,107,927.24	4,266,959.92
Available for Depr. Div., etc.....	1,234,605.03	1,261,818.55	1,473,232.49	1,172,152.77	413,743.81	1,272,098.41	1,746,301.68	2,245,319.50

ILLINOIS TRACTION COMPANY AND SUBSIDIARY COMPANIES

COMPARATIVE STATEMENT OF EARNINGS, EXPENSES AND TAXES, 1904  
TO 1921, SHOWING NET EARNINGS FROM OPERATION

YEAR	GROSS EARNINGS	EXPENSES	TAXES	NET EARNINGS
1904	\$ 980,851.16	\$ 514,737.23	\$ 23,849.18	\$ 442,264.75
1905	1,590,470.75	852,442.84	26,422.56	711,605.35
1906	3,008,132.81	1,600,344.34	48,554.16	1,359,234.31
1907	3,779,187.17	2,065,423.77	63,063.80	1,650,699.60
1908	4,098,620.59	2,271,145.06	82,978.76	1,744,496.77
1909	4,752,082.36	2,628,193.44	120,875.90	2,003,013.02
1910	6,106,250.30	3,442,091.51	165,931.87	2,498,226.92
1911	6,902,221.01	3,951,569.57	182,071.22	2,768,580.22
1912	7,415,647.13	4,100,459.05	252,754.65	3,062,433.43
1913	7,948,097.51	4,325,569.50	287,766.62	3,334,761.39
1914	11,112,854.26	6,169,019.63	418,443.01	4,525,391.62
1915	11,187,994.70	6,229,121.69	428,447.45	4,530,425.56
1916	12,566,447.17	7,047,277.86	442,519.48	5,076,649.83
1917	14,040,870.35	8,419,516.37	729,659.89	4,891,694.09
1918	15,261,003.05	10,323,505.81	643,492.39	4,294,004.85
1919	17,756,583.99	11,906,291.20	637,889.79	5,212,403.00
1920	21,350,830.86	14,591,231.61	905,370.33	5,854,228.92
1921	22,600,894.89	14,887,651.90	1,200,963.57	6,512,279.42
	<hr/> \$172,459,040.06	<hr/> \$105,325,592.38	<hr/> \$ 6,661,054.63	<hr/> \$ 60,472,393.05















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